Southern Pacific Bulletin

PACIFIC LINES JUNE 1944



SP WAR SERVICE DAY, JUNE 14

SO PROUDLY 15,000 WE HAIL!

A YEAR ago there were 12,000. Today there are more than 15,000. More than 15,000 Southern Pacific men and women—enough for a full Army division—serving in the armed forces. Men and women who worked side by side with us here in the yards, shops, offices, on the right-of-way and on trains.

Now they're scattered all over the world.

Our SP men are in the South Pacific, stalking the enemy through sweltering jungles; they're fighting on Italian battlefronts, facing an inferno of gunfire; they're on the high seas, sinking Axis ships and submarines; they're flying bombers over Berlin; they're manning supply bases in Iceland; they're with Railway Battalions near the Burma front; their railroad skill is keeping vital supplies rolling through Iran; and their courage and capability are adding to the glorious chapter of Army railroading that began in the North African campaign. They're in the Aleutians, Greenland, Africa, Australia, China. . . . Others are in camps and bases throughout the United States.

Deaths of 56 Southern Pacific men already have been officially reported. Twenty-one more are missing in action. Others lie sick and wounded in hospitals. Many have been decorated for bravery.

Our women, too, are wearing the colors of the Army, the Navy, the Marine Corps and the Coast Guard, replacing men needed for duty elsewhere.

Wherever they are, whatever they are doing, we are deeply proud of our valiant fellow workers.

So, we again set aside a special day to pay tribute to them; to pledge anew our full support of them in every possible manner; to show them we know what sacrifices they are making in our behalf.

June 14 has been designated as the day—another "Southern Pacific War Service Day." On that day, some 90,000 SP employes will wear a lapel emblem (reproduced on page 27), symbolizing the honor they pay their fellow employes in the armed services. Groups will gather at many places along the railroad to participate in fitting ceremonies.

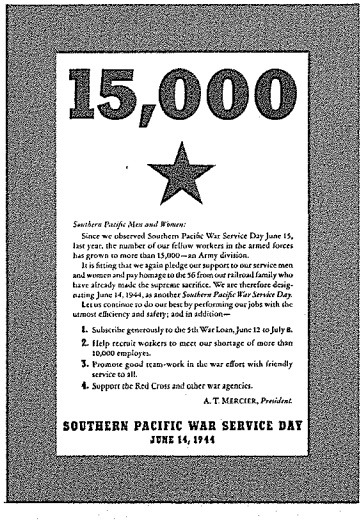
But attending ceremonies and wearing lapel emblems will not, of themselves, constitute a true and complete observance of "War Service Day." There also must be a sustained effort on the part of each of us; an effort that will produce tangible results. How this effort should be directed is outlined in President A. T. Mercier's "War Service Day" proclamation, reproduced on this page and on posters now being displayed everywhere on the railroad.

Of this four-point program, the first suggestion offers the greatest opportunity for results that will be immediate—and lasting. Through timely circumstance, "War Service Day" comes two days after the opening of the Fifth War Loan drive. In announcing the drive, the United States Treasury Department has urged us, the men and women of Southern Pacific, to increase our purchases of War Bonds through the payroll savings plan. We have been assured that subscriptions thus made will help toward our quota.

At present our percentage of participation in the payroll savings plan is not good. Barely 55 per cent of Pacific Lines employes are buying War Bonds through this easy, systematic method. For this reason, we are asked to make "War Service Day" War Bond Day by signing a payroll authorization or, if we already have done so, to increase our present subscription.

Let's not put off any longer this splendid opportunity to help our fighters, our country, our family and ourselves; let's stop finding excuses for not signing up. Let's do this up right—*right now.*

If we do, and if we continue to fulfill all of the promises of "War Service Day," then our "Fighting 15,000" will know we speak from our hearts when we say to them: "We're behind you—to the limit!"



LET'S BACK THEM WITH OUR PAYROLL SAVINGS PLAN (SEE PAGE 8)

OUR 15,000

Where they are--What they're doing

WHEN we pause on War Service Day to honor our fellow workers in the armed forces we can try to visualize what they are doing, thinking, and hoping for. Of course space won't permit us to tell what all our fighting railroaders are doing at this moment, even if we knew, but the general pattern of their hopes and activities is revealed in the excerpts from their letters printed here.

From Australia T/Sgt. **Frank J. Bellino** writes that he is now foreman of one of the Army's warehouses, a job he would like someday to hold for SP. He says Australia is kind of hard to get acquainted with at first due to the change in money and language variations. He'll take America any time. In closing he says: "Would you print a big hello to all the Southern Pacific people for me, and tell them that as long as they keep up the good work and keep 'em rolling we can't lose." Frank worked in the LA Shops.

Cpl. **Norman E. Cady,** former accident report clerk in Superintendent's Office, Bakersfield, paid his office a visit recently to say hello to all the gang there. He summed up Army life like this: "I wouldn't like it as a steady occupation, but as long as we are in there for one purpose—victory—I'm enjoying every ounce of training. I have no regrets or complaints about Army life—until we beat the sox off the enemy."

John Buchan of Aud. Frt. Accts., SF, now MM 3/c, writes that he can't tell where he is but he is with an amphibious force running landing barges. "We live in tents in the jungle," he says, "so you might call us jungle sailors. We have to sleep under mosquito netting at night to keep the pests from eating us up. Today is Easter, so we got the afternoon off. I went fishing with my modern tackle—one hook and a piece of string. I caught a big five-inch fish, too. Say hello to the gang—and WRITE. In the meantime you keep 'em rolling and we'll keep 'em running."

Bob Humphrey of West Oakland yard, who has been stationed in New Guinea for several months, really went to a lot of trouble to write a letter home recently. During the course of writing he says it was necessary for him to duck into a foxhole while the Japs passed over, but as soon as they were gone he returned to his writing.

C 1/c **C. Y. Hershman,** formerly of 4th & Berry St., Freight Office, SF, says that he hasn't seen much real contact action yet although the ship he is on was built for duties such as anti-submarine warfare, escort and patrol. However, his ship job keeps him busy most of the time. For diversion, he says, the boys go swimming, fishing and hunting. A while back he and some of the



THEODORE C. RICHTER (above), tech. sgt., receives silver star for gallantry in action in New Guinea. He also wears the Purple Heart for wound received last August. Richter was a carpenter helper on Portland Div. before joining the Army, and is son of T. J. Richter of Brooklyn Stores.



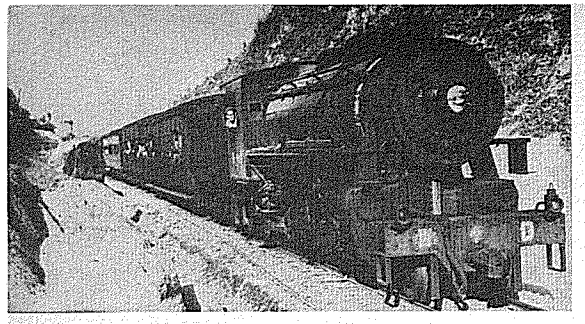
GORDON G. BRANDON (above), staff sergeant, is awarded the Air Medal for exceptionally meritorious achievement while participating in five bomber combat missions over Europe. Brandon formerly was boilermaker apprentice, El Paso Shops.

CHARLES B. HARDING (below), Marine Corps private who formerly was a brakeman on the Rio Grande Division, receives the honor badge of efficiency from his commanding officer after having been selected outstanding recruit in his basic training platoon.

IN THE SOUTH PACIFIC, Coast Guardsman Deno Kostakis has a vital job of manning a gun on a landing barge as a fleet of the sturdy craft race for an enemy held beach. Kostakis was formerly a machinist apprentice at Roseville, where his father, William B. Kostakis, also works for SP as a tenderman.







SOMEWHERE IN INDIA a train goes through a cut along the line of the Bengal & Assam Ry. U. S. Army railway units, whose personnel include skilled SP men, have taken over the operation of the metre gauge railroad which runs into Assam.

crew went hunting wild boar but all they saw were some tame goats. "It would be an extreme pleasure to again drop in on the office and see the gang. One of these fine days this will all be over and then I'll be around a lot."

Here's a sidelight on railroading in England as given in a recent letter from Cpl. **George Galliher,** formerly a Tucson Division employe. He writes: "I was waiting at a station for a train when I noticed a man walking down the main track leading two horses. He took them over to a siding and hitched them to three or four of the dinky freight cars they have over here and started switching cars in and out. I was just wondering what the 'cars handled per horse day' would average."

Elmer Hendrickson, formerly of Northwestern Pacific, now serving with the 727th Railway Operating Battalion in Italy writes: "For three years now I have been in Army service and most of that time has been spent with a wonderful railroad outfit that has just received its third citation. It is marvelous to see how these men go to work on strange engines and have them on the road in no time pulling supplies up to the boys at the front. Our thanks go to you people at home for the grand job you are doing in keeping the supply trains rolling. Over here we all know that you can't do enough to speed the day when we can all get out of this hell and return to our jobs where we can work in peace."

"Romance and adventure may be found over here, but personally I assure you, wholeheartedly, you can't beat the good old U. S. A.," declares Sgt. **Steve Gerich,** who worked in Sacramento Shops before joining the Army. "All I can say is: Keep 'em rolling at home and you can depend on us in uniform to do our utmost to end this degradation of mankind as quickly as possible."

George Smith, popular asst. editor of the *Bulletin,* who has been stationed at Camp Roberts, is now doing duty at Camp Adair near Corvallis, Ore. George recently was promoted to first lieutenant.

Making the best of a tough job, **George E. Stone,** former LA Division employe, writes from Italy that he is helping to keep the Army in trim with his cooking. Although his duties keep him busy he says he does find time to do the things he wants to—when he can find something interesting to do. Outside of the occasional movie there's not much doing except to enjoy the landscape. "Our company is situated on the top of a big hill overlooking a very pretty valley which is surrounded by a snow-capped range of mountains. The valley floor is dotted with farm houses and several towns can be seen in the distance. There is a narrow gauge railroad, but it isn't in use as the roadbed has been destroyed." Despite the visible ravages of war he believes the country has much to look forward to when victory is won.

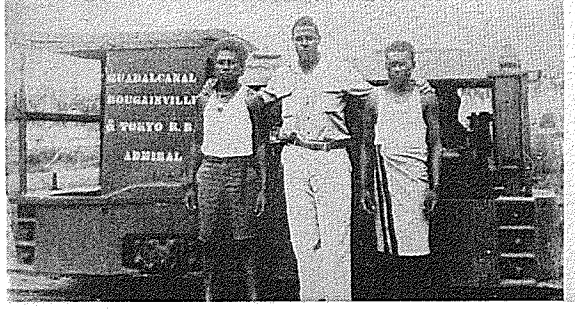
Everett Carter, former clerk in Aud. Frt. Accts., SF, and star third baseman on AFA baseball team, writes from Camp Beale, Calif., where he is a technical sergeant. He says it seems like ages since he had his last furlough. "But they keep me busy here," he adds. "This Army is a great place — you never know what's coming next. There's something doing all the time."

Marine Cpl. **Ralph C. Townsend,** from Phoenix freight office, was attached to a Marine Corps photographic flight unit on Bougainville when he and two of his buddies traded their cameras for rifles and joined Army ground forces in an attack on enemy positions. Their score for the day was: two Japs killed and a collection of souvenirs. Ralph, who enlisted the day after Pearl Harbor, got his Jap early in the day's fighting and later aided in recapturing an enemy pill-box. He also captured a Jap battle flag.

A note of thanks for the work the railroads are doing comes from **Raymond Mast,** former LA Division employe, now a lieutenant with the Air Service Command in Ohio. He says: "The railroads are doing a terrific job of transporting both freight and troops, but knowing the men with whom I have had the privilege of working, it is only to be expected. It's this complete cooperation that is rapidly spelling finis for our enemies."

Down in Guadalcanal, **Bill Barry,** former employe of the pipe shop, LA, (see picture on this page) watched the building of the Guadalcanal, Bougainville and Tokyo railroad from the time the jungle was surveyed until the last spike was driven. He says that although he is with an anti-tank company and had nothing to do with the railroad's construction, "I had a keen interest in how they would put a railroad in the dense jungle through which I had tramped a short time prior to the track installation." His buddy, **Leo Collins,** is also an LA Shops employe and they have been together through two campaigns. They are the pipefitters who rig up showers for the company when it moves to a new location. They use bamboo for pipes and tin cans perforated with nail holes for shower heads.

ON GUADALCANAL, big Bill Barry, formerly of LA Shops, has his picture taken with a couple of natives beside the locomotive of the "GB&T RR," whose completion was celebrated with a Last Spike Driving (Feb. *Bulletin*). Barry is with an anti-tank company. Excerpts from his letter appear in col. 3.



SERVING THEIR COUNTRY

15,196 men and women from SP Company as a whole (Pacific Lines, T&NO, PE, NWP, PMT and solely owned subsidiary companies) were on May 1 in Uncle Sam's uniforms at home and overseas. Names below supplement those previously published in the "Bulletin," and as lists are compiled we will print the names of others from the Company's Pacific Lines, which number, May 1, totaled **11,202**

ACCOUNTING DEPARTMENT

KEPPER, B. J., Marines (APA)
MILLER, Earl J., Army (AMA)
MULZER, A. L., Waves (AFA)
NICHOLS, Dolores M., Waves (ADA)
VISINTIN, N., Marines (AFA)

PASSENGER TRAFFIC

ACQUISTAPACE, Agnes I., Navy (SF)
ANDERSON, Samuel L., Army (SF)
ARRELL, Earl F., Marines (SF)
WOGAN, C. W., Marines (Reno)
YOUNG, Robert J., Army (SF)

DINING CAR DEPARTMENT

CALHOUN, Homer L., Army (LAC)
CLAIBOURNE, S. S., Army (LAC)
CLARK, Edward, Army (WOC)
DIAZ, John M., Army (ONS)
DRAGHI, Martin D., Army (LANS)
DUNCAN, Harold, Mer. Mar. (WOC)
ESPARZA, Rafael R., Army (LANS)
GARDNER, Thomas W., Army (WOC)
HERMAN, Frank, Army (LAC)
JACKSON, N. A., Jr., Army (LAC)
McCOY, Arthur, Army (WOC)
McDADE, Jimmie E., Army (LAC)
ROWLETT, Thomas, Mer. Mar. (LAC)

PACIFIC MOTOR TRUCKING

BOWERS, Robert J., Navy (LA)
CEGLIE, Carl, Army (SF)
CORDANO, Martin G., Navy (SF)
DAILY, Ace W., Army (Port.)
DIFFEY, Ernest E., Army (SAC)
GARDNER, George W., Army (LA)
HAUK, David E., Navy (LA)
HENSON, Ralph, Navy (Modesto)
KALINA, Robert W., Navy (Albany)
McCLINTOCK, F., Army (Petaluma)
RAWSTERN, Clairn H., Marines (N. B.)
RONAN, Ross, Army (LA)
ROSSON, Carl A., Army (LA)
THOMASON, George Wm., Army (LA)

(Continued on next page)



IN ALASKA, Santiago Ramirez finds railroading (and the weather) not the same as it was at Gila, where he worked in SP's roundhouse. Ramirez is standing beside old "66," famous road engine of the Alaska Gold Rush days.

★ OUR 56 GOLD STARS ★

Army Air Corps

Name	*Where Employed*	*Date of Death*
Lt. Wm. R. Addis	Executive Dept.	9/5/42
Edwin J. Clark	New York Office	6/12/42
Lt. Jack Creeden	Pass. Accts., SF	7/22/43
Lt. Bruce C. Ellis	Tucson	6/15/43
Lt. John Foster	Rio Grande	4/2/43
Lt. John B. Hiskey	Tucson	2/14/44
Lt. Robert Hopkins	San Joaquin	9/1/43
Lt. Harrol Jacks	San Joaquin	7/27/43
A/C John Krueger	Coast	2/21/44
Lt. Wm. Mathias	Los Angeles	6/29/43
Lt. Merle Norlie	Operating, SF	3/18/44
T/Sgt. Wm. G. Saxe	Sacto. Shops	3/43
Lt. Ernest Sharp	Portland	Not Reported

Army

Pvt. Robt. M. Bass	Portland	Not Reported
Frank Blackburn	Coast	11/19/42
Lt. Earl V. Bryant	Sacto. Shops	3/7/44
Pfc. Jos. Dougherty	El Paso Stores	12/7/43
Pvt. Robert Engle	Sacto. Stores	9/2/43
Capt. Ray Hencken	Sacto. Stores	12/24/42
Cpl. Chris Hronis	Coast	2/7/44
Welland R. Kafton	Salt Lake	Not Reported
Edward Kanellis	Sacramento	Not Reported
Sgt. H. B. Milliken	Sacto. Stores	10/9/42
William Nurre	Dining Car Dept.	5/29/43
Darhl Packer	Salt Lake	8/12/43
Pvt. Robt. Rehdish	Disb. Accts., SF	2/26/43
Pvt. Thomas Reilly	Sacto. Stores	7/2/42
Pfc. George D. Ruff	Tucson	2/17/44
Pvt. Ray G. Sowles	Sacramento	2/13/43
Maj. H. C. Spracher	Salt Lake	8/19/43
Cpl. John Stahl	Pass. Accts., SF	8/28/43
Edwin A. Stewart	Salt Lake	3/27/44
Pvt. Geo. Storch	Western	Not Reported
Lt. Wm. G. Sylvester	San Joaquin	12/7/41
Pvt. Clyde Vance	Coast	2/20/44
Sgt. Oscar Wilbanks	Tucson	2/19/44

Navy

Name	*Where Employed*	*Date of Death*
Leonard Brown, Sl/c	Sacto. Stores	Not Reported
Frank L. Martin	Disb. Accts., SF	10/42
Walter L. Rule	Sacto. Shops	2/7/43
Walter E. Shaver	Sacto. Shops	9/9/43
Kenneth Thorsell	Portland	2/2/44

Marines

Pvt. Louis Faria	Sacto. Shops	Not Reported
Forrest Sturges	San Joaquin	11/22/43

TEXAS & NEW ORLEANS LINES

Army

Name	*Where Employed*	*Date of Death*
Pfc. Robt. E. Ford	Equip. Serv. Accts., Houston	11/21/43
Capt. H. Jacobson	Beaumont	3/17/44
Sgt. P. T. Serum	Lafayette	4/43
M/Sgt. R. D. Tolar	Houston Shops	12/23/42
Pfc. James Wilmot	Englewood Yards	9/3/43

Navy

Edwin V. Alaminski	Dallas	1/2/44
Starlie E. Denson	Houston Shops	11/30/42
Jack Downs, Smn2/c	Houston Shops	12/7/41
Ens. H. D. Kidder	El Paso	12/43

PACIFIC ELECTRIC, LOS ANGELES

Army Air Corps

Name	*Where Employed*	*Date of Death*
Richard Ruggeri	Freight Station	11/30/42

Army

Cpl. Arnold Evans	Terminal	6/16/43

Navy

John de Goede	Baggage Room	4/14/44
Iver Iverson	Subway Terminal	11/29/42

(Note: Includes only those who went into armed forces directly from SP service.)



Helen L. Welsh, Executive, SF | Jeri Brand, Tucson Div. | Bettie F. Pruden, Western Div. | Lt. Maude A. Metcalf, Western Div. | Janet B. Brown, Pass. Traffic, Oakland | Helen D'Annunzio, Stores, SF

MOTIVE POWER
LAX, Allan A., Army

TREASURY DEPT.
DeMATTEI, Edward L., Navy

FREIGHT CLAIM
TELFER, Eleanor E., Marines

EL PASO SHOPS
HUGHES, F. E., Mer. Mar.
IGO, Alva J., Army
JIMENEZ, Pedro C., Army
LICON, Armando, Army
LOPEZ, Pedro T., Army
LUCERO, Jesus B., Army
LUGO, Jesus R., Army
LUJAN, Johnnie, Army
MAYNEZ, Placido J., Army
MORALEZ, Alfonso R., Navy
PAEZ, Julio V., Army
PFENDLER, Frederick, Navy
REYES, Carlos A., Navy
RIVAS, Jose L., Army
SALINAS, Manuel S., Army
TOLENTINO, D. M., Army

LOS ANGELES SHOPS
ATKINSON, Thornton J., Navy
CASEY, Edmond P., Navy
DeLELLIS, Domenic J., Army
FORNELLI, Frank M., Navy
GUZZETTA, Mario R., Army
WELLS, Robert K., Army
WILLIAMS, Charles S., Navy
WOOD, Glenn W., Army

SACRAMENTO SHOPS
AQUINE, Kenneth B., Navy
BROWN, Henry B., Army
FRANCESCONI, A. J., Army
GALVAN, Mike, Marines
GARCIA, Steve, Army
GAVICA, Steve J., Navy
GONCALVES, John J., Army
GREEN, Gotlie H., Army
GRIFFITH, Allen F., Army
HERNANDEZ, Joe F., Army
HERNANDEZ, Rich., C., Army
HORTON, Merton T., Army
HUGHART, Jack E., Navy
KARSTENS, Robert R., Army
KENEALY, James E., Army
LINK, Patricia S., Waves
LOMBARD, Jos., Coast Guard
LOPEZ, Tranquillino, Army
MELGOZA, T. H., Army
PEARCY, Darrell W., Army
REED, John E., Navy
ROJAS, Robert L., Army
SEXTON, Truman E., Army
SMITH, Earl F., Army
UPSHAW, A. J. Jr., Army

COAST DIVISION
AVEN, Robert L., Army
BENSON, William P., Navy
COTTRELL, C. J., Navy
DOUGHERTY, Roger D., Navy
DUCESHI, David I., Army
DUDLEY, Loyd, Army
KAISER, John F., Navy
PARKER, E. A., Mer. Mar.
PETERSON, Thomas E., Army
WEBB, Edward W., Navy
WELCH, Grant J., Navy
WILBORN, Darrell P., Navy

LOS ANGELES DIVISION
BUCK, Richard E., Army
MERCURIO, Joe V., AAC
NASSEN, R. V., Navy
RIDDLE, Council C., Navy
RUSSELL, Earl C., Army
SPENCER, Elton R., Army

PORTLAND DIVISION
BOWSER, Howard D., Army
LANGLEY, Melvin J., Army
O'GRADY, Irving C., Army
PETERS, Arnold E., Army
ROBBINS, H. W., Marines
ROMANE, Richard R., Army
RUE, Courtland V., Marines
SMITH, Robert W., Navy
SPALINGER, Melvin R., Army
VELTMAN, Carl T., Navy
WIRFS, Richard L., Army

RIO GRANDE DIVISION
ACOSTA, Enrique, Army
AGUILAR, Albert C., Army
AGUILAR, Petrolino, Navy
AMEDO, Lauro D., Army
ALCANTER, G. R., Army
ALIREZ, Lorenzo, Army
ALMENDAREZ, Jose R., Navy
ALVAREZ, Rodolfo, Army
ARAGON, Nicolas, Army
ARIAS, IGNACIO, Army
ARRELLANO, Elias A., Army
ARVIZO, Natividad C., Navy
AYON, Nicolas, Army
BAIR, Lee Roy Jr., Army
BARNETT, Robert M., Army
BARRIO, Roberto, Army
BITTICKS, Frank H., Navy
BJORNSON, Fred W., Army
BOARDMAN, Robert S., Army
BOONE, Charlie C., Army
BORREGO, Vidal, Army
BOX, Randall, Army
BRADFORD, Jimmie L., Army
BRADSHAW, Leroy, Army
BROOKS, Charles E., Army
BROWN, Kenneth N., Army
CALVA, Jose, Army
CASEY, Clarence E., Army
CASTRO, Roberto, Marines
CHAVEZ, Bennie, Army
CHAVEZ, Paul, Army
CHAVEZ, M. U., Army
CLEVELAND, Welma, Army
CONLEY, Robert M., Army
CORDERO, Felix B., Army
CRABTREE, Roy V., Army
CRAMER, J. B., Army
DAUGHERTY, Andrew, Army
DELANEY, Jimmie, Army
DELGADO, Jose P., Army
DEVOLL, Albert L., Army
DeWITT, Eugene C., Navy
DICKEY, Samuel G., Army
DIETZ, Clarence H., Army
DIMAS, Bennie, Army
DOMINGUEZ, Pete F., Army
DONOHUE, M. J. Jr., Army
DOWNING, Maurice A., Army
DOWNING, Billy R., Army
DUDREY, Elbert W., Army
ECHOLS, Leo, Army
ELEVARIO, Delfido, Army
ENCINOS, Rudolfo N., Army
EVERAGE, Geo. W. Jr., Army
FAVELA, Carlos, Marines
FELIX, Manuel, Army
FIPER, Walter E., Navy
GALLEGOS, S. S., Navy
GARCIA, Marcos S., Navy
GARCIA, Saturnino, Army
GONZALES, L. A., Army
HARO, George L., Army
HOLBROOK, Ray B., Army
JOHNSON, J. M., Navy
MARES, Leopoldo S., Navy
MARTINEZ, Geronimo, Army
MARTINEZ, R. G., Army
RASOR, Jack W., Mer. Mar.
RIDDLE, Charles J., Army
SEDILLO, Fred G., Army
SOLANO, Geraln C., Army
TUNNELL, Harold A., Navy
TUTTLE, Lawrence B., Navy
WOOTEN, Richard D., Navy

SACRAMENTO DIVISION
BEWS, Francis R., Navy
CHULOS, Andy N., Navy
KEARNEY, Elihu J., Army
PEREZ, Mike H., Army
WOODBURY, R. W., Army

SALT LAKE DIVISION
BROOKHOFF, Franz H., Army
BURBANK, Douglas R., Army
EYRAUD, J. I. Jr., Army
FERGUSON, Wayne S., Navy
GARRETT, Arthur W., Army
HEYWOOD, Alan M., Navy
HYDE, Clyde A., Army
MARIANI, Natale, Army
MELE, Albert, Navy
TOBIAS, Arthur G., Navy

SAN JOAQUIN DIVISION
BAIRD, Wayne E., Navy
MOORE, Florence M., Navy
RUNGE, William D., Navy
STOVALL, Wayne E., Army

SHASTA DIVISION
BURNS, William A., Army
DUARTE, Modesto F., Army
KINTGEN, Clinton H., Navy
LONG, Leon O., Navy

TUCSON DIVISION
BARNES, Henry G., Army
BARRETT, Richard H., Army
BOYER, Lester W., Sea Bees
BROUSE, Charles L., Army
DeVOS, Joseph, Navy
DONALDSON, W. F., Navy
GUTIERREZ, Heriberto, Navy
HILL, John A., Navy
HODGES, Wm. S. Jr., Navy
HOWELL, Wm. G., Navy
KERSCH, Joseph J., Navy
LOWE, Charles J., Navy
MARTIN, J. P., Jr., Navy
MITCHELL, J. C. Jr., Army
MORENO, Juan R., Army
OLIVAS, Ramon Jr., Navy
PALOMINO, Thomas, Army
PEREZ, Juan M., Army
RANDALL, Delbert C., Army
REYES, Carlos T., Army
ROCKHOLD, Okey E., Navy
SALCIDO, F. S., Navy
SERRANO, Sisto G., Army
SHOFNER, Jack C., Navy
STANLEY, Loyd O., Navy
WALKER, Clifton E., Navy

WESTERN DIVISION
ALDRIDGE, William N., Army
BROWN, Fred L., Mer. Mar.
DeVALLE, Arthur J., Navy
DOHERTY, William J., Army
IPPOLITO, Donald, Army
MEYER, Paul G., Navy
MORELOS, Raymond P., Army
SMITH, Walter S., Navy

STORES DEPARTMENT
BITNER, J. E., Navy (Sacto.)
FERRELL, E., Navy (WO)
NELSON, J. E. Navy (Sacto.)
SALES, D. C., Navy (Sacto.)
SALES, H. D., Navy (Sacto.)

Ensign Don Gusweil, Salt Lake Div. | Lt. Roy Cousineau, Payroll Accts., SF | Lt. George Henderson, Freight Accts., S F | Lt. Edward Hardies, Freight Traffic, SF | Lt. Ronald Hampson, PMT, SF | Lt. John Burke, Equip. Serv. Accts., SF





DOROTHY ELWELL, specialist (T) 2nd class, at the instructor's desk of the Link Trainer, gives radio instructions to a student pilot, who "flies" the trainer entirely by instruments while the device on Dorothy's desk traces his course. Specialist Elwell, who has been at the Naval Air Station, Jacksonville, Fla., for the past six months, formerly was stenographer in General Freight Dept., SF.

FROM STENO TO FLIGHT TRAINER

SP Girl Aids Naval Students Master Blind Flying by Link Instrument Training Method

"LEVEL off at one thousand feet, check your directional gyro, and proceed with the orientation as soon as you hear the signals."

That's typical of the orders now being given by Dorothy Elwell, specialist (T)2c at Jacksonville, Florida, where she is teaching student officers of a PBY squadron the various instrument procedures of blind flying. Dorothy was a stenographer in General Freight Dept., SF, before enlisting as a WAVE a little more than a year ago.

Before starting her boot training at Hunter College, New York City, she said, "I don't quite know what to expect of this new life, but I am sure it will be very interesting." And now she finishes that prediction with the assertion, "It has been, without a doubt, the most interesting year of my life."

She entered Hunter College, March 2, 1943, and six weeks later was assigned to further training at Naval Air Station, Atlanta, Georgia, where, as seaman 2/c, she began courses in the Link Instrument Training Instructor's School.

Donning regulation slacks she delved into the mysteries of radio navigation, aircraft instruments, Link instruments and their maintenance, and Morse code. For two weeks she wore dungarees and practiced repairing and maintaining the Trainers. Then, after another two weeks serving as apprentice instructor, she graduated with a rating of specialist (T) third class petty officer and was ready for assignment to a Naval Air Station. She drew an assignment as resident instructor at the Atlanta air station where she taught maintenance and altitude flight in Link Training.

But a position in Florida appealed to her so in September she reported to the Jacksonville air station. Ecstatically she reports: "The base is lovely—like a big summer resort. We're quartered four in a room and everything is so convenient. All forms of recreation are provided. We have a beautiful swimming pool, a golf course, tennis courts, bowling alleys, first-run movies, dances and all such—plenty to keep us entertained right here on the base."

Now, as second class petty officer, Dorothy claims she has the most interesting job a WAVE can have. "It is fascinating work and gives one a definite feeling she is being useful in the training program for Naval aviation. You feel you are helping defeat the enemy when you help your student to master the technique of flying under complete instrument conditions."

-v-

Cover picture is color reproduction of the beautiful SP service flag hanging in the lobby of the General Offices in San Francisco. The numerals "15000" were added to the picture to carry out the War Service Day theme.

SP Marine Commended For War Transport Job

THROUGH cooperation of Southern Pacific and United States Marine Corps, represented by a former SP employe, more than 500 Marine veterans of the battles of Tarawa and Bougainville were able to get home for a few days before being assigned new stations.

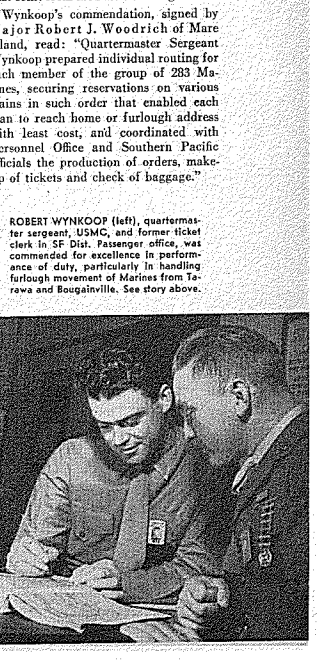
Quartermaster Sergeant Robert E. Wynkoop, former ticket clerk in SF District Passenger Office, assisted by Sgt. Betty L. O'Brien of Omaha, and Sgt. Doris E. Thompson of St. Paul, received special commendation from the Marine Corps for their work in handling the routing of the battle-weary fighters. Both members of the Women Marines had attended a month's study course, conducted by SP for regular employes, learning railroad tariffs, timetables, and other matters connected with making reservations.

Their first big job was routing 283 marines just returned from Tarawa enroute to Camp LeJeune, N. C. Each man was given a 30-day furlough-delay in traveling orders and Wynkoop and his aides routed each by way of his home town, a job that involved considerable time and difficulty.

This group was followed by another of 249 Marines a few days later. They had just come from the battle of Bougainville.

Wynkoop's commendation, signed by Major Robert J. Woodrich of Mare Island, read: "Quartermaster Sergeant Wynkoop prepared individual routing for each member of the group of 283 Marines, securing reservations on various trains in such order that enabled each man to reach home or furlough address with least cost, and coordinated with Personnel Office and Southern Pacific officials the production of orders, make-up of tickets and check of baggage."

ROBERT WYNKOOP (left), quartermaster sergeant, USMC, and former ticket clerk in SF Dist. Passenger office, was commended for excellence in performance of duty, particularly in handling furlough movement of Marines from Tarawa and Bougainville. See story above.





SP GENERAL WAR BOND COMMITTEE, representing employe organizations and major departments of the railroad, will head Pacific Lines drive to increase bond purchases through payroll savings plan. For names, see article below.

SAVE ON THE PAYROLL PLAN, HELP OUR FIGHTERS

SQUARELY facing the fact that the showing of SP people under the payroll savings plan for the purchase of War Bonds is the weak spot in our war effort, the SP General War Bond Committee May 16 approved plans for the personal re-solicitation of all employes on Pacific Lines during the period of the 5th War Loan drive.

The drive will be closely coordinated with observance of War Service Day June 14, and will continue through June, or until every employe has been asked to sign a payroll allotment card, or, if already buying through payroll savings, to increase his or her allotment.

Plans for the drive were drawn up at a meeting of the SP General War Bond Committee in SF, following a talk by Frank Switzer, representing the railroad unit, War Finance Div., U. S. Treasury Dept., who stated that of 32 major U. S. industries, the railroads are at the bottom of the list in buying bonds through payroll savings. Members of the committee, including general chairmen of all employe organizations, SP Clubs and representatives of principal departments, heartily endorsed the program and pledged full support.

At the meeting were (picture above, front row, left to right): J. E. Teague, BRT; G. G. McLennan, ORC; Frank Switzer; K. C. Ingram, asst. to pres., SP; J. A. Quinn, aud. payroll accts.; E. O. Hawes, IBofF&OHR&RSL; E. J. Collins, SP Treasury Dept.; C. P. Decrevel, BRC&SCFHE&SE; R. Williams, BLF&E. Back row: E. C. Kinnear, RTE; N. D. Pritchett, ORT; O. A. Klamroth, Genl. Frt. Dept.; Earl Ashbrook, System Federation, # 114, Shop Crafts; G. E. Maas, Operating Dept.; W. J. Sloan, SP Treasury Dept.; Caesar Baldassari, SP Club of SF. Present, but not in picture, were W. J. Quinn, Genl. Passenger Dept.; V. T. Shattock, BMofWE.

FOLLOWING tabulation, based on Accounting Department records as of May 1, shows that nearly half of Pacific Lines employes have failed to heed their government's appeal to buy bonds through payroll savings.

Divisions, Shops and Other Units	Number Employes*	On Payroll Allotment	Per-centage
El Paso Shops	1,428	1,428	100%
Stores	1,765	1,762	99%
Los Angeles Shops	1,964	1,960	99%
PMT	877	725	82%
General Office†	6,680	5,153	77%
Sacramento Shops	3,808	2,863	75%
Salt Lake	3,631	2,105	57%
Tucson	4,422	2,309	52%
Coast	6,604	3,392	51%
Sacramento	4,070	2,048	50%
NWP	1,149	564	49%
Portland	4,540	2,191	48%
Dining Car	2,571	1,205	46%
San Joaquin	2,592	1,178	45%
Los Angeles	6,355	2,754	43%
Rio Grande	3,839	1,565	40%
Western	7,830	3,139	40%
Shasta	2,492	754	30%
TOTALS	66,617	37,095	55%

*Not including employes in service under two months.
†Includes New York and Traffic Offices.

CHAMPION BOND BOOSTERS: Machinist Vant Anderson (below, left) of Ogden Shop has won fame as a War Bond salesman, having received a citation from Secretary of the Treasury Morgenthau for having sold over $25,000 worth up to the present time. Besides selling extra bonds, Anderson is a booster for the payroll savings plan, as are W. J. Knight (below, center), car shop clerk, and Warren D. Burnett, painter. Knight and Burnett have each bought nearly $2500 worth of bonds for cash, but they're also buying regularly through payroll savings. ● Right: "Doing his bit" is an appropriate title in more ways than one for this picture of John Benavides, carman, El Paso Shops. By buying bonds, not only with his spare cash, but by payroll savings, John is one of the Shop's leading purchasers. "We must give the boys all they need to win and the best way is by buying bonds regularly," says Benavides, whose son is in the Marines.



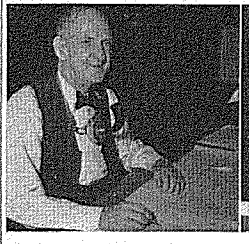


IT TAKES A LOT OF PEOPLE TO KEEP A RAILROAD RUNNING

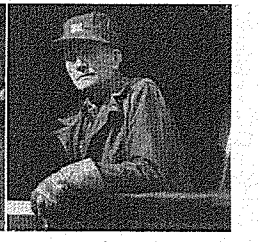
"HELP recruit workers to meet our shortage of more than 10,000 employes."

Listed as point No. 2 in President Mercier's War Service Day proclamation, this is another way Southern Pacific people can help the boys overseas. The railroad is the industry on which all other industries rely to maintain their part in the war effort. Aware of their vital part in the war effort, railroaders long ago rolled up their sleeves, tackled the job with a determination to see it through to a finish.

But even with the concerted effort of SP men and women the company still needs more workers to speed materials to the boys overseas and every employe can do a real war service by recruiting someone to work on one of the good-paying jobs now available. Applicants and recruiting tips should be directed to supt's offices or to SP's employment offices in SF, Oakland, LA, Salt Lake, Denver and Chicago.



"Doc" Collins



Tom Stagg

WM. A. "DOC" COLLINS, 75-year-old dispatcher at El Paso, plans to stay on the job until the war is over and the boys come home and want their jobs back. "Think I'll go in the Army then," he says. Doc has been railroading 57 years, dispatching since he was 21 years old. He came to SP 36 years ago as dispatcher at Tucumcari and was chief dispatcher there for 20 years. He has been in El Paso since 1930. He has one son, a doctor, in the Army Medical Corps in Corsica, one grandson in the Army in England, and another grandson who is a flying instructor at San Antonio.

Another veteran who had planned to retire, but decided the railroad needed him more than he needed a rest, is Thomas Stagg, 70-year-old hostler. Tom has been hostling at Ogden for 35 years, ever since he came to SP in 1909 after working on other railroads for 19 years. In all the years he has been running an engine for SP he has never been involved in a serious accident. His hobbies are hunting and fishing, but he says they'll have to wait until victory is won.

DEALING blows at the Axis with every swing of her hammer, Gladys Darby, blacksmith at Sacramento Shops, is doing her part to keep 'em rolling. Forty-six years old, she says she is a living example that older women can fill many types of railroad jobs. She has been proving it for more than two years at the shops and says she intends to keep on working until the boys finish up the job overseas and come back home. She has two sons in the Army and another in the Navy.



Carmelita Santos

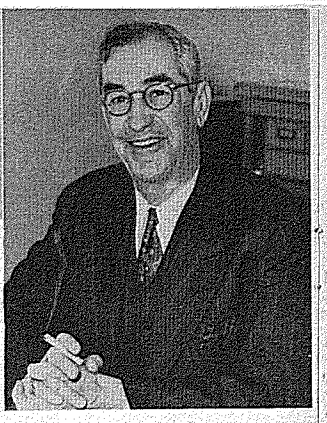
DOING her bit to keep supplies and materials moving is Carmelita Santos, above, who works as tractor operator and night speeder at 4th & Berry Freight Sheds, SF. As a night speeder she drives a car between San Francisco and Bayshore and South San Francisco to meet incoming trains and pick up waybills and rush them to San Francisco ahead of the train. Besides working six nights a week from midnight to 8 a.m. as night speeder, she works four afternoons a week from 3 p.m. to 7 p.m. as tractor operator. She always dresses attractively and takes great pride in keeping her tractor spic and span. Besides being a reliable worker, Carmelita is a regular blood donor. Having once helped save her father's life and another time her cousin's by giving blood, she knows the importance of contributing to the blood bank. She says she can't understand why more people don't give blood, it's so painless and easy.

Gladys Darby





AMONG THOSE PRESENT (above) to honor J. C. Goodfellow (extreme left) on his retirement were (left to right) J. W. Corbett, general manager; R. E. Hallawell, assistant general manager; W. L. Hack, superintendent, Sacramento Division. ● Right: About to close his desk for the last time, Goodfellow shows the same congenial smile that won him many friends during his long railroad career.



J. C. GOODFELLOW RETIRES

Popular Western Division Superintendent's Career Was Interwoven With Friendliness and Human Understanding

SO MANY persons were crowded into the superintendent's office at Oakland Pier the morning of May 13 that it looked as though the office had been mistaken for the waiting room of the busy terminal.

But the crowd wasn't there to catch a train. It was composed of railroaders from the Bay area and on line and representatives of other industries; and they had come to honor J. C. Goodfellow, who was retiring, at his own request, as superintendent of Western Division.

Had it been possible for all of the friends Goodfellow has acquired during 48 years of railroading to be present, it is doubtful that the spacious Oakland Pier terminal itself would have been large enough to accommodate the throng. For the success of his career has been based not alone on a sound knowledge of railroading but upon human understanding and friendliness as well.

Goodfellow became a railroader in 1896 at the age of 16. His first job was coaling locomotives at Deming, New Mexico. After subsequently holding various clerical jobs, he left Southern Pacific in 1898 and for the succeeding ten years worked for a number of other railroads throughout the country.

He returned to SP in September 1908 as a mucker on the Newhall Tunnel project on Los Angeles Division. Even in the dark confines of his underground job he could visualize the opportunities that railroading offered. In a short time he became a yardman at Colton, and three months later was yardmaster.

In August 1917 he was made trainmaster on Los Angeles Division, holding this position until November 1920, when he became terminal trainmaster at Los Angeles. Two years later he was appointed trainmaster, Tucson Division, and after holding this position four months was moved to San Joaquin Division, where he became acting assistant superintendent, then acting superintendent. He returned to Tucson Division in August 1924 as assistant superintendent, and in October 1932 was transferred to the Coast Division in the same capacity. The following year he was made superintendent of Salt Lake Division, which position he held until August 1940, when he became superintendent of Western Division.

Always a firm believer in close relationships and common understanding among employes, Goodfellow successfully demonstrated these principles throughout his entire career. His formula for "Goodfellow—ship" was a simple one —"a smile and a kind word"—and the results are borne out in the host of friends he has won from one end of the railroad to the other.

He took a deep interest in all employe welfare activities and lent personal encouragement and assistance whenever possible. One of the outstanding groups that grew under his wing was the Ogden Glee Club, which became famous in the Intermountain States, and from which has sprung many other activities that promoted good-fellowship on Salt Lake Division.

Goodfellow's record of friendliness was carried on during his service on the Western Division, and the feeling of all his associates toward him was voiced on the day of his retirement by Frank Kalbaugh, assistant superintendent, who said: "No man ever was named more appropriately—he is really a good fellow!"

Before saying good-bye, Goodfellow acknowledged the cooperation of all of his fellow employes, expressed thanks for the testimonies of friendship that were extended on his retirement and concluded by saying: "My life on the railroad has been a life well spent with good people."

With Mrs. Goodfellow, he has gone to Groton, Vermont, where his son, John C. Jr., formerly of Supt. of Transportation office, has a farm.

"I hope to be back this way to see the folks," he said, "after the war's over and travel is unrationed."

Operating Results

FOR the four months ended April 30, 1944, Railway Operating Revenues of Southern Pacific Transportation System amounted to $203,609,265, or $17,399,171 more than the revenues for the same period of 1943; a 9% increase.

During the same period Railway Operating Expenses were $136,266,203, or $28,843,345 more than the expenses for same period last year; a 27% increase.

Railway tax accruals, including $36,411,823 for Federal taxes, and $4,896,004 for other taxes, totaled $41,307,827, or $3,281,265 more than such accruals for the first four months of 1943. After deducting taxes and $7,394,465 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $18,640,770, or $14,689,794 less than the net railway operating income for the same period of 1943; a 44% decrease.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the four months ended April 30, 1944, the final result was a Net Income of $12,877,236, which compares with a net income of $25,411,706 for the same period of last year.



H. R. Hughes G. A. Bays B. S. Sines M. A. Nugent

NEW DIVISION OFFICERS NAMED

Hughes Heads Western Division; Bays Made Superintendent of Tucson Division; Other Important Changes Are Announced

APPOINTMENT of two division superintendents, two assistant superintendents, and a terminal superintendent head recent Operating Department advancements. Following J. C. Goodfellow's retirement at Oakland, H. R. Hughes was named Western Division superintendent May 16. G. A. Bays was advanced to superintendent of Tucson Division in Hughes' place and B. S. Sines took Bays' position as assistant superintendent at Tucson. M. A. Nugent was appointed assistant superintendent, Los Angeles, and W. K. Hannum was promoted to terminal superintendent at Los Angeles, succeeding Nugent.

Hughes, whose extensive experience with SP covers more than 31 years, had been superintendent of Tucson Division since 1940. He started as a stenographer at Sacramento in 1913 and held various clerical positions at several points on the system until 1919 when he was made supervisor of transportation. In 1921 he was named trainmaster on LA Division, and in 1928 moved to Coast Division in the same capacity. In 1933 he was appointed asst. superintendent, Coast Division, and in 1937 moved to the General Office as asst. to the general manager.

Bays has been associated with the Operating Dept. for 34 years. Starting in 1910 he worked as brakeman on the old Stockton Division and held several trainman jobs there until 1928 when he moved to Tucson Division as trainmaster. In 1937 he transferred to Coast Division in the same capacity, and in 1938 returned to Tucson Division as assistant superintendent.

Sines came to SP in 1925 as instrumentman on Rio Grande Division. He was asst. engineer there and on the old New Mexico Division until 1933 when he moved to the General Office, SF. In 1937 he became executive assistant in the President's Office, and in February this year went to Sacramento as trainmaster.

Nugent entered service as a yardman on Stockton Division in July, 1921, transferred to Los Angeles as yardman in 1923, and entered train service there as a brakeman in 1927. In 1930 he advanced to conductor and in 1937 became asst. trainmaster-division examiner. He was appointed terminal trainmaster at Los Angeles in 1939, and terminal superintendent in 1941.

Hannum's career with SP dates back to May, 1920, when he began as a yardman at Los Angeles. In June, 1923, he became asst. yardmaster, and advanced to yardmaster in 1926. In 1942 he was made night general yardmaster, and the following year was appointed terminal trainmaster there.

-v-

Dr. Malcolm Graeme MacNevin, 78, for 13 years attending physician at General Hospital, SF, passed away suddenly May 21. Born in Hamilton, Ont., November 23, 1865, he graduated from the medical college of University of Michigan in 1890 and did postgraduate work at Johns Hopkins as well as in England and Germany. Later he practiced in Butte, Mont., and in New York City. He joined the SP staff, July 1, 1931.

-v-

Archibald A. Jones, 65, well-known SP attorney and specialist in freight claims, died at his home in Berkeley, May 14, following an illness of two weeks. He entered SP's Law Dept., as a clerk in May, 1905, and held various positions in that capacity until 1918 when he was named chief clerk. That same year he was admitted to the California State Bar Association. In April, 1925, he was appointed an attorney for the Company.

Telephone Hints Improve Service, Speed War Job

TELEPHONE etiquette is emphasized in pamphlets now being circulated by the Telegraph Dept., pointing out ways of improving telephone service and at the same time easing overburdened lines.

The points listed are: Answer promptly when the telephone rings, giving name in a clear, natural voice. Keep a pad and pencil near—they'll help keep conversations brief. Be sure the number is correct; keep a list of frequently-called numbers—saves time and embarrassment. Answer for others; if the fellow at the next desk is away, ask to take the message. And always hang up gently.

The results will be better telephone service and a speeding of the war effort.

Ship Named for Former SP President Sproule

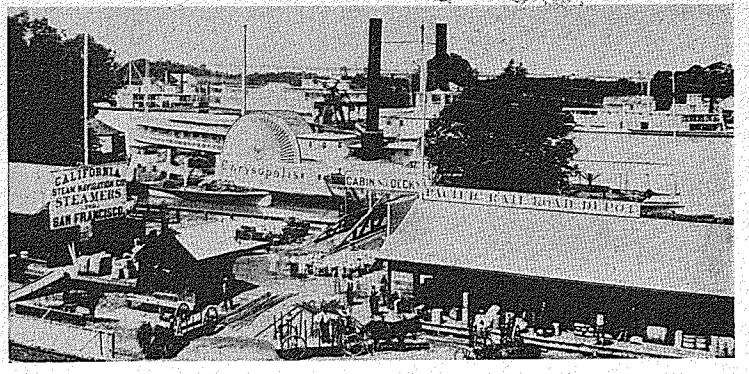
LAUNCHING of the Liberty ship "William Sproule," named in honor of the late president of Southern Pacific, took place May 15 at Permanente Metals Corp. shipyard, Richmond.

Mrs. Wm. Sproule sponsored the vessel with Sylvia Baldwin, granddaughter, as flower girl, and Letty Collins, of Local Treasurer's office, as matron of honor. Principal address was delivered by W. C. Fitch, general freight claim agent.

Wm. Sproule retired as president of Southern Pacific December 31, 1928, after holding that office for 17 years and after a distinguished career of 41 years. During World War I he was district director for the western region of the U. S. Railroad Administration. He passed away January 1, 1935.

"S. S. WM. SPROULE," Liberty ship named for the late president of Southern Pacific, slides down the ways at Permanente Metals Corp. shipyard at Richmond, California.





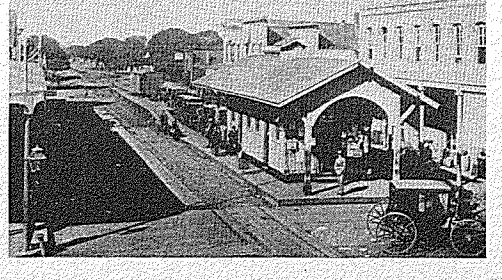
SACRAMENTO WATER FRONT as it looked in 1868 the year before the first transcontinental railroad was completed. People traveling to the East came up the Sacramento River from San Francisco, boarded trains of the Central Pacific at Sacramento. They traveled by rail to the end of the track then building eastward, from there continued by stage coach to the eastern rail head and to mining regions. The "Chrysopolis," shown in this picture, was one of the famous Sacramento River steamers of early days.

75 YEARS OF PROGRESS

Inauguration of Service on Overland, Sunset and Shasta Routes Saw Ultimate Framework of Southern Pacific's Present-Day System Take Shape by End of 1887

This is the second of three articles which trace the development of Southern Pacific and its affiliated companies, dating back to the pioneer Central Pacific. First installment was published in the "Bulletin" last month. It told of the building of the first transcontinental railroad eastward from Sacramento and the driving of the last spike at Promontory on May 10, 1869.

WHILE construction was under way on the transcontinental route over the Sierra and across Nevada to Promontory, Utah, the Big Four began extension of the line between Sacramento and the San Francisco bay. This line through Stockton and Niles Canyon was over a route originally projected by the Western Pacific Railroad (no connection with the later company of the same name) whose federal authority for construction had been taken over by the Central Pacific. Transcontinental trains reached San Francisco Bay over the pioneer Oakland and Alameda "local" lines whose rail-ferry service to San Francisco had been in operation since 1863-64. Overland passenger service was inaugurated to Alameda Wharf on September 6, 1869, and then transferred to Oakland Wharf the following November 8. Ferry boats carried passengers across the bay to San Francisco. The two-mile Oakland Long Wharf, opened for traffic January 16, 1871, remained the terminal for passenger trains until the present-day Oakland Pier (earlier known as the "Mole") was opened January 22, 1882. The route through Niles Canyon remained the main line for transcontinental and San Joaquin Valley trains until a line with less grade along the upper San Francisco bay shore through Berkeley, Richmond, Port Costa and Martinez was completed to Tracy on September 8, 1878. Early the following year a line was opened from Benicia to connect at Suisun with the pioneer California Pacific's railroad from South Vallejo to Sacramento (to be described later) and on December 28, 1879, the car-transfer steamer "Solano," largest ferry boat in the world, began the transfer of trains across Carquinez Straits between Port Costa and Benicia to provide a shorter main line between Sacramento and the San Francisco bay cities.



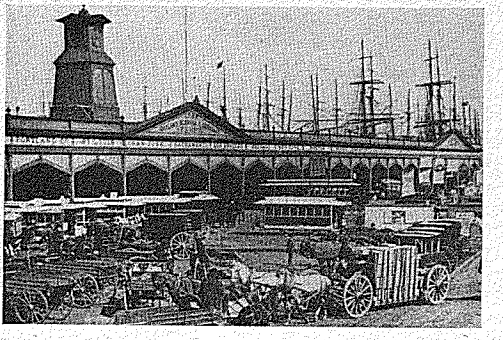
OAKLAND'S FIRST RAILROAD STATION at 7th and Broadway. Here crowds gathered Nov. 8, 1869, to greet the first overland trains to reach this city from Chicago and the east. It was over the western extension of the first transcontinental line, now part of SP's system, that Oakland was given its first rail connection with the rest of the nation.

The central California area, already the starting point of the pioneer line over the Sierra which was later to be Southern Pacific's Overland Route through the mountains, also became the hub from which was projected the lines that now form the railroad's Shasta Route into the Northwest and the Sunset Route through the Southwest to New Orleans. After having played a major role in construction of the nation's first transcontinental railroad, the Big Four had the added distinction of giving the nation its second direct transcontinental line when the Sunset Route was opened to traffic in 1883.

Construction on the western end of the Sunset Route was started December 31, 1869, branching from the transcontinental line at the newly established town of Lathrop. Nothing but the most optimistic hopes could have prompted the Big Four to build into the San Joaquin Valley. The great broad region now so productive and populous was then nearly unoccupied. When looking over the proposed route, Stanford and Hopkins and their engineers traveled over the upper section of the valley on horseback and camped out. For miles and miles they rode without seeing any sign of habitation, except an occasional sheep herder's shack. Many of the valley's large cities of today —Fresno, Merced, Modesto and others— were just "railroad towns" in the '70s, founded by the railroad's builders. Traffic was inaugurated to Modesto on November 8, 1870; to Merced, January 25, 1872; to Fresno, May 28, 1872; and to Sumner (now East Bakersfield) on November 8, 1874.

For more than two hundred miles the builders had easy construction through the valley, but south of Bakersfield the Tehachapi mountains towered ahead of them. Here the engineers faced the problem of raising the railroad 2734 feet from the valley at Caliente to scale the mountain pass at an elevation of 4025 feet in a distance of 28 miles. This feat was accomplished by swerving the track back and forth up the mountainside through 18 tunnels, and at one point the track was looped over itself in a remarkable stroke of engineering skill directed by William Hood, who had by then become chief assistant engineer. The road was opened through Tehachapi out onto the desert to Mojave on August 8, 1876.

Before this date the Big Four and their engineers had pondered over the exact route for the railroad through southern California. At one time it was considered advisable to leave Los Angeles several miles to the west of the main line. The great metropolis of today was then a sleepy, little Mexican city with a population of less than 10,000. Trade of the area was being well served by steamers and sailing vessels; and, what was more important at the moment, the most direct and cheapest route for the transcontinental line was through the Cajon and San Gorgonio passes to the Colorado River, with a branch line later into Los Angeles.



SAN FRANCISCO'S FERRY BUILDING as it looked in 1886. First units of this structure were built by Central Pacific in connection with slips built by the California State Harbor Commission. Ferry boats from Oakland Long Wharf made first use of this "commodious and convenient" passenger station on Sept. 4, 1875. This building continued as San Francisco's terminal until the present Ferry Building was erected in 1896.

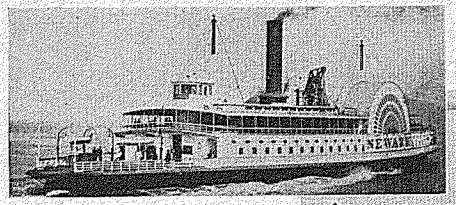
Vanguard of the famed Los Angeles boosters, however, had arrived even at that early date. The citizenry was not entirely asleep. Numerous conferences were held with the railroad's top men, and a proposition was submitted to the county's voters that won favor in an election on November 5, 1872. As a result, Southern Pacific acquired a 22-mile railroad from Los Angeles to Wilmington, opened in October, 1869, and construction was begun during 1873 on lines north and east out of the city. Trains were operated to Colton on July 16, 1875, and to Indio (then Indian Wells) on May 29, 1876. San Fernando had train service on January 21, 1874, and the line was extended northward through a 6975-foot tunnel, then the second longest railroad bore in the country. It took nearly sixteen months to complete the tunnel, and by that time the gangs building south from Mojave had reached Soledad canyon. Special trains brought official leaders from Los Angeles and San Francisco to a ceremony held at the little station of Lang on September 5, 1876, where Charles Crocker, then president of the Southern Pacific Railroad Company, drove the "last spike." Through service was inaugurated the next day.

Moving on eastward from Indio, the railroad reached the west bank of the Colorado River opposite Yuma on May 23, 1877. There was delay in getting military authority to lay tracks across the Yuma Indian reservation, and it was September 30 that year before the bridge was completed so trains could operate into Yuma, a village known as Arizona City prior to 1873. Here rails of the SP were to have joined those of the Texas & Pacific, one of several railroads then holding, or seeking, federal authority to build lines from various sections of the country to the Pacific Coast. But since rail-head of the T & P was at a standstill far off in Texas, SP continued building eastward.

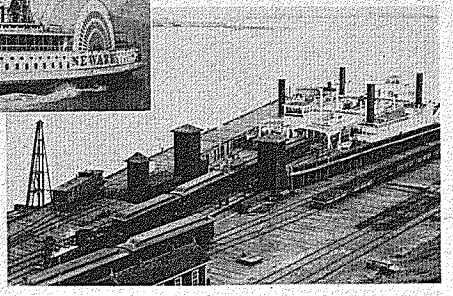
Yuma was the railroad terminus for more than a year. Connection was made there with the Southwest's historic stage coach and freighting lines, first of which were the Southern Overland Mail opened in July, 1857, over a route from San Antonio to San Diego, and the Butterfield Stages on a route from San Francisco to Tipton, Mo., with rail connection to St. Louis. John Butterfield made the initial 2759-mile trip in 24 days, 20 hours, 30 minutes, leaving San Francisco September 16, 1858.

SP's tracks were pushed on from Yuma in November, 1878. At that time Tucson was the only town of any size all the way to El Paso, about 560 miles. Only stage coach and freight stations dotted the route, except at a short distance northerly there were the villages of Florence and Tempe, also the store, blacksmith shop, and a few buildings at a crossroads which marked the site of present-day Phoenix.

Arrival of the first train in Tucson on March 20, 1880, was celebrated with great enthusiasm, and the banners of all nations fluttered from the outer walls of the ancient pueblo. As the train approached the little city of 2,000 inhabitants, a salute of 38 guns was fired and a cavalry band burst into a medley of patriotic tunes. Charles Crocker added another "last spike" to his collection, and following customary oratory, the celebration party moved on



FERRY STEAMER "NEWARK" (left), as it appeared in 1879, was first ferry built for the old South Pacific Coast narrow gauge railroad. It began service in June 1878 from San Francisco to Alameda and was in service on the Bay until dismantled in 1921.



TRAIN TRANSFER FERRY "Solano" (right) began operation from Port Costa to Benicia Dec. 29, 1879, hauling passenger and freight trains as a new link in the railroad's line between Oakland Pier and Sacramento. It supplanted the original CP line through Stockton and Niles Canyon as the main line for transcontinental trains. Picture was taken in 1880 from the Port Costa side looking toward Benicia. The "Solano" and later the "Contra Costa" were the largest ferry boats in the world. The train transfer service was abandoned after SP opened its Martinez-Benicia bridge on October 15, 1930.

to a banquet hall. From there telegrams were broadcast to great personages the world over.

As the railroad continued on from Tucson a military escort accompanied the construction forces over a portion of the route, for Geronimo and his Apaches were then on the warpath. The line was opened to Benson on June 22, 1880; through what is now Willcox, to Lordsburg on October 18; to Deming, December 15, Santa Fe joined SP here March 1, 1881; and to El Paso on May 19, 1881.

Here another tracklaying race developed. The Texas & Pacific line had reached Dallas and was pushing westward rapidly to check the drive of the SP into Texas. In the mountainous country southeast of El Paso there was but one logical route for a railroad into the valley of the Rio Grande. The first company to lay its rails through the pass would have undisputed right-of-way from Sierra Blanca to El Paso. This objective was won by the SP forces, and the road opened into Sierra Blanca on November 25, 1881.

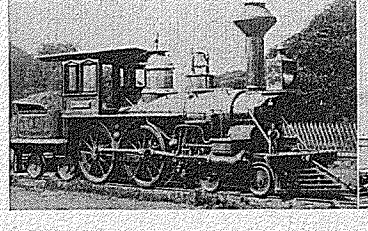
Southern Pacific's present-day network of 4340 miles of lines in Texas and Louisiana represents the consolidation of numerous separate companies, two of which had portions of their lines in operation long before either the Central Pacific or Southern Pacific were organized in California. The full and colorful history of these lines is a story in itself, little of which can be related in this sketch.

The main stem of today's Sunset Route between El Paso and New Orleans was built by four companies, or their predecessors: —the Galveston, Harrisburg and San Antonio Railway, extending from El Paso to Houston, was constructed both westward from Houston and eastward from El Paso; the Texas and New Orleans Railroad eastward from Houston to Orange; the Louisiana Western Railroad westward from Lafayette to Orange; and the Morgan's Louisiana and Texas Railroad and Steamship Company westward from New Orleans to Lafayette.

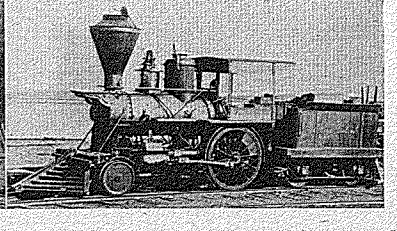
These companies formally came under management and operation of the owners of the Central Pacific just prior to the completion of the Sunset Route, and control was later transferred to the Southern Pacific.

It was about 1879 that C. P. Huntington purchased for his Big Four associates an interest in the GH&SA, which was the first move of the Pacific Coast builders into the southern states. Pioneer unit of the GH&SA was the Buffalo, Bayou, Brazos and Colorado Railway Co., which began its existence on February 11, 1850, and whose 30-mile line in Texas between

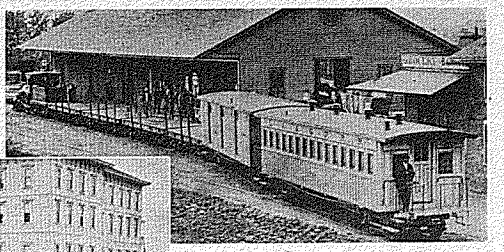
LOCOMOTIVE "LIBERTY" was first one operated by the San Francisco & Oakland Railroad Company, whose railferry service between SF-Oakland began September 2, 1863. One of the first locomotives constructed on the Pacific Coast, the tiny woodburner was built at Oakland Point, now West Oakland, near the first wharf of the pioneer railroad.

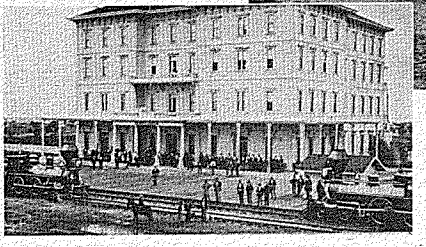


LOCOMOTIVE "SAN GABRIEL," first to turn a wheel in southern California, was placed in service January 14, 1869, by the Los Angeles & San Pedro Railroad Company on the line then being built from Wilmington to Los Angeles. It was scrapped in 1876, after this 22-mile line was taken over by SP and connected with the extension of the first transcontinental railroad through the San Joaquin Valley to Los Angeles.



NEW CITIES: Many of the West's present-day cities were founded by the Southern Pacific-Central Pacific builders. Among them are Reno, Nevada; and Fresno, Merced and Modesto in California. Others were already founded but it wasn't until the coming of the railroad that they began to flourish and grow. Picture below shows two woodburner locomotives in front of the El Capitan Hotel, one of the first buildings erected in Merced.





FIRST RAILROAD STATION in Los Angeles (above) was built by the Los Angeles & San Pedro railroad and opened October 26, 1869, when the first train operated in southern California was a free excursion from the new station to end of the line at Wilmington. Regular service was inaugurated November 1, 1869. The property was consolidated with Southern Pacific in December 1874, and was linked to the first transcontinental railroad when Southern Pacific completed its line southward through the San Joaquin Valley on Sept. 5, 1876.

Harrisburg and Richmond was one of the first two rail lines operated west of the Mississippi River. By February 5, 1877, the GH&SA was operating into San Antonio. Construction between there and El Paso was carried on partly by GH&SA and partly by the construction forces that had built the SP line eastward from the Pacific Coast.

Col. T. W. Peirce, president of the GH&SA, drove the last spike January 12, 1883, two and a half miles west of the original Pecos River bridge near the confluence of the Pecos with the Rio Grande, on a section of the original line that was abandoned in 1892 when the present Pecos River high bridge was opened to traffic. First through passenger trains over the newly completed Sunset Route between San Francisco and New Orleans left the respective cities on February 5, 1883.

At New Orleans the SP rail lines connected with ships of the Morgan Line, one of America's oldest shipping concerns, dating from the late '40s. The flag of Morgan continued to grace the foremast after ships of the line sailed under management of the Southern Pacific Steamship Lines in freight service between New Orleans, Houston, Galveston and New York, Boston, New Bedford, Baltimore and Norfolk. Passenger service was inaugurated between New Orleans and New York in 1885, and for many years the voyage of "a hundred golden hours at sea" was an alluring attraction on SP's transcontinental Sunset Route. Steamer operations were discontinued in 1941 when all of the ships were acquired by the government for war service.

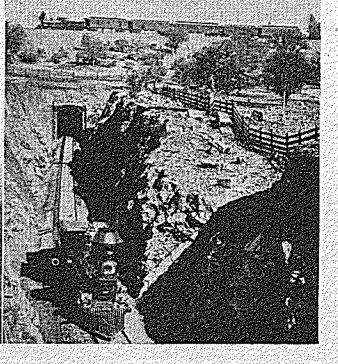
Such, very briefly, is the historical background of the original units comprising the Sunset Route. This sketch now turns back to the '60s and again to central California where, at Marysville in Sacramento Valley, SP's Shasta Route had its birth.

The bustling little pioneer city rivaled Sacramento as a center of railroad enthusiasm in the '50s and '60s. Companies were organized and some construction done in that section of the state, but it was not until the Big Four got behind one of the projects that Marysville greeted its first train from Sacramento, via Junction (now Roseville) and Lincoln on June 1, 1869. Marysville promoters

(Continued on page 18)

FAMOUS TEHACHAPI LOOP in the mountains south of Bakersfield. In crossing the mountains separating San Joaquin Valley from Mojave Desert, the pioneer builders faced the problem of gaining elevation quickly. This was accomplished by winding the tracks back and forth up the mountainside through eighteen tunnels with the Loop as the master stroke of engineering genius that made possible the gaining of 2734 feet of elevation in only 28 miles. From the air the Loop (below) and its immediate approaches resemble two giant circles with the track tunneled through a ridge, twisted around the crest of a peak and then back over the top of the tunnel. Picture at right was taken in 1876 in the era of woodburning locomotives and wooden coaches. The other shows a Victory Train of today completely looping itself with 84 freight cars and four powerful oilburning locomotives.





THE SP Family AT HOME

By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known foods writers and consultants



BIG job for all of us during the summer days ahead is to **Keep Fit; Keep Cool; Keep Smiling!** Since right eating has so much to do with all three, your home page this month has to do with summer shortcuts to better meals. Here are ideas to try.

LIKE FRESH-FRIED POTATOES?

Then use new ones and don't peel or scrape them. Just scrub clean and slice quickly into a big skillet containing a generous tablespoon of bacon drippings. Cover skillet; cook slowly, turning occasionally till tender and brown. Those bits of skin add a wonderful flavor, as well as precious vitamins and minerals. Quick to do.

TO FIX SUPPER IN BROILER

Just dump a can of string beans or corn into the pan of the broiler, to heat while the meat broils on the rack. Hot juice from the meat runs down into vegetable and seasons it. Smoked ham, tomato halves, canned corn makes a broiler combination that everyone likes. Ready in 15 minutes. While this part of the meal broils, you'll have time to fix a big salad. Cabbage salad is good with this.

CHILDREN TIRED OF MILK?

Then give them chocolate milk shakes for a special treat. Simple way is to make up a batch of chocolate pudding (the packaged kind) and store in a covered dish in refrigerator. For milk shakes, put 3 or 4 spoonfuls of the cold pudding into a fruit jar, add a glass of cold milk, put on cover and shake vigorously. Better yet, let the kids do it! This makes a swell summer drink for all the youngsters. Good for them, too. Good, too, for Dad when he comes home tired from a day's work.



Every summer many bad accidents occur through carelessness in home canning. So heed these warnings. Don't try oven canning. It's true that some women have had success by this method, but others have been horribly burned by exploding jars. . . . Don't can any vegetable (except tomatoes) unless you have a pressure cooker—too much danger of botulinus poisoning, especially here in the West. . . . Don't let the children play in the kitchen while you're canning — too much danger of burns. . . . Do get reliable up-to-date information on canning from an authority. Your local newspaper can guide you to a local canning center of information. . . . Next winter when you open those home-canned vegetables, boil them 15 minutes before tasting; then if there should be any botulinus poison present, it will be destroyed.





Does lettuce get too limp in those lunchbox sandwiches? Then use other greenery, such as celery leaves or parsley or radish leaves—they're good keepers . . . . Salt meat sandwiches generously. Makes them taste better. Remember, too, everyone needs extra salt during hot weather to make up for salt lost through perspiration. . . . If lunch box must be kept in warm place, don't pack custards or creamy puddings in it. Egg-and-milk combinations spoil quickly.

OUT FOR A GOOD TIME

Summer means family picnics; suppers in the yard. Regardless of what else you're having to eat, it's well to serve one hot main dish such as the Picnic Casserole described below. By wrapping it in newspapers as soon as it's out of the oven, it will keep hot for several hours.

Mixed Bean Casserole

1 slice smoked ham
1 big onion, chopped
½ cup ketchup
½ cup water
2 tablespoons sugar
1 large can green lima beans (liquid and all)
1 can kidney beans
1 can baked beans (without tomato sauce)

Cut ham in slivers and brown lightly in big skillet. Add onion and cook till it's limp. Add ketchup and other ingredients and mix lightly. Pour into big casserole and bake, covered, in moderate oven (350°) for 30 min. Serves 6 to 8. By combining these different types of beans you have a dish that is ever so much more interesting than when one type of bean is used.

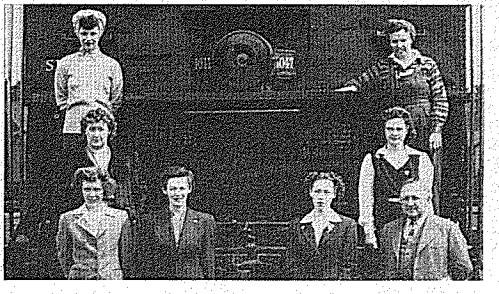
ACTION ON THE HOME FRONT

WHILE the boys on the battle fronts are paying for the war with blood and sweat, men and women on the home front have many opportunities to back them up by supporting the Red Cross and other war agencies. Besides buying War Bonds and contributing to war relief agencies, they can give blood to save the lives of their fellowmen in the services. Then there is entertainment and donations of handiwork and other useful items that improve morale and make the boys' lives a little brighter.

Southern Pacific Clubs and other employe groups all over the system are working hand in hand with city, state and federal agencies to promote various war activities such as War Bond, Red Cross, War Chest and similar drives. Employes are spending a great amount of their own time to further USO and AWVS canteen programs. At many points along the system the Company has made space available in the stations for USO and AWVS organizations to set up canteens and rest rooms. Some of the morale-boosting activities are shown on this page.



AFGHANS for service men in the Navy hospital at Treasure Island were made by girls of Law Dept., SF. Above: Jane Healey, Kay Burton, and Pattie Eggleston.



SP'S RED CROSS BOOSTERS (above) at Eugene helped Lane County supporters exceed their quota by raising $1,263 for the drive. Among those on the Company committee were (top row): Bettie Smith, Elsie Whitlet. Second row: Thelma Simmons, Violet Jordanger. Bottom row: Lois Christopher, June Nugent, asst. chairman, Elaine Maher, Ralph E. Dean, chairman.



CITATION for their efforts "in behalf of those in our country's service" was presented to SP Women's War Activities Committee, SF, by San Francisco League for Service Men. Edna Gray, (above, right) WWAC chairman, receives citation from Mrs. Henry Dippel, Jr., League vice president. ● Below: Girls of Aud. Pass. Accts., SF, take their turn entertaining service men at The Apostleship of the Sea USO, SF.





SOUTHERN PACIFIC'S YUMA BRIDGE across the Colorado River, looked like this in 1877. Viewed from the Arizona side, it shows part of the draw span. Rail laying had reached the California side of the river in May of that year. It was the following September 20 when first trains were operated into Yuma.

75 YEARS OF PROGRESS

(Continued from page 15)

had earlier launched an ambitious plan for a railroad via Knights Landing, Davisville (now Davis) and Suisun to Vallejo, and thence to San Francisco by boat. During 1859-60 the road was graded about 60 miles to Suisun. Money could not be raised for rail and equipment so the project was halted until advent of the California Pacific Railroad, strongly financed by English capital, as a competitor to the Big Four's Central Pacific, gave Marysville its second rail line in March, 1870, linked with the "Cal-P" rail-steamer system to Sacramento, Vallejo and San Francisco. This system was consolidated with the Central Pacific in August, 1871.

The Marysville project that launched today's Shasta Route was the California-Oregon Railroad Company, temporarily organized in 1863 and incorporated June 30, 1865, to build to Portland. Preliminary surveys were run, congressional support obtained, and Oregon personages brought into the enterprise. The Oregon faction, however, split into two rival groups. Each took the identical name of Oregon Central Railroad Company and each broke ground at Portland in April, 1868. But the group headed by Joseph Gaston, and backed principally by Portland men, started its line on the west side of the Willamette River, while the group sponsored mostly by Salem interests favored the east side of the river. The auspicious beginnings were but mere gestures, for neither group could go far without the federal aid authorized by Congress in July, 1866. A bitter legal and political tussle was under way when Ben Holladay, colorful westerner fresh from lucrative exploits with Pony Express, stage coach and steamship ventures, cast his lot with the "East Side" company.

Under his leadership the "east siders" won federal favor, but the summer of 1869 found his company far short of the goal of 20 miles that must be in operation before Christmas Day to comply with all provisions of the Congressional Act. The situation called for fast action and Holladay delivered in a grand manner. The first rail was laid October 28, 1869, and the first locomotive, "J. B. Stephens," rolled onto the rails November 11. Biggest job was a 380-foot bridge across the Clackamas River. The structure was well along when high flood waters damaged it badly. While reconstruction was rushed, a small locomotive was floated across the river so that rail laying could proceed on the other side. On December 23 the last spike was driven in the first 20 miles of the road, and next day the "J. B. Stephens" crossed the Clackamas bridge to give the "East Side" company a definite victory. There was no construction on the "West Side" line until it, too, came under Holladay's wing.

Before continuing with his line on the east side of the river during 1870, Holladay had frustrated an attempt of a rival company to build from Astoria across the state to connect in Nevada with the Central Pacific Overland Route; had obtained the substantial backing from capitalists in Germany; had bought out the "West Side" company; and on March 16, 1870, had reorganized his entire enterprise as the Oregon & California Railroad Company. The railroad was a great attraction at Oregon's annual state fair at Salem to which point the O & C began operation on September 29, 1870. "The toot of the locomotive whistle any hour of the day," stated one newspaper, "never fails to start crowds of sightseers toward the tracks, and the arrival or departure of a train calls out hundreds of people who never saw that style of wagon before."

Trains were in operation to Salem depot on October 11 and to Albany on December 25, 1870; to Harrisburg, June 25, and to Eugene on October 15, 1871, when the 345-mile stage coach journey to the California terminus of the railroad was cut to five days. The railroad reached Roseburg December 3, 1873. There construction was halted eight years. Holladay failed financially. Money acquired by sale of bonds in advance of construction had been spent with reckless abandon. Traffic revenue from the sparsely settled region was not sufficient to meet expenses, and when bond interest could not be met in 1873, Holladay was forced out and the property taken over by the German investors.

Prior to this the "West Side" line was operated from Portland to Hillsboro on December 23, 1871, but it was January 28, 1880, before trains were run through from McMinnville to Corvallis.

The German bondholders sent Henry Villard to Oregon to look after their railroad interests. In succeeding years he became a national figure in transportation affairs. The entire Northwest was his field of operation, with the pioneer O & C line but one of his enterprises. During 1876 he approached the Big Four with a proposition to buy the O & C and complete the railroad between the two states, but Huntington and his associates were not then interested. It was not until June, 1881, that construction was resumed on the O & C south of Roseburg. Trains were operated to Glendale May 13, 1883; to Grants Pass, December 2; through Medford to Phoenix, February 25, 1884; and to Ashland, May 4. At this point Villard's regime crashed. The O & C was forced into receivership and on July 1, 1887, the properties were formally acquired under lease by the Southern Pacific.

Construction of the California portion of the line to Oregon was begun north from Marysville in October, 1869. Trains were operated to Chico on July 2, 1870; to Tehama, August 28, 1871; Red Bluff, December 6, 1871, and to Redding on September 1, 1872, where the terminus remained 12 years while the builders in Oregon were in and out of the financial wringer. Work was resumed from Redding in April, 1883, and heavy construction into the Siskiyou mountains was undertaken. Trains were operated to Dunsmuir, August 23, 1886, and to Hornbrook near the state line on May 1, 1887. During that year Southern Pacific pushed construction simultaneously from Hornbrook north and from Ashland south. Summit of the Siskiyous was crossed at an elevation of 4135 feet. A 3108-foot tunnel at the summit was the longest of 18 bores. Track was laid over curvatures reaching up to 14 degrees on a maximum grade of 3.3 per cent. There were 100 miles of curved track in a distance of 171 miles, and north of Redding the Sacramento River was crossed 17 times.

The "last spike" ceremony on December 17, 1887, was staged in the south end of the railroad yard at Ashland. Charles Crocker again had the distinction of adding the finishing touch to another vital rail link amid the cheering of a large delegation brought by special trains from Portland and San Francisco. The rugged stage coach journey that had taken seven days between Portland and Sacramento in 1869 was now cut to 38 hours by train.

Also during 1887 an extension was built from Saugus on the San Joaquin Valley line and opened for traffic to Santa Paula on February 8, to Ventura May 18, to Carpinteria July 1, and on August 19 practically the entire population of the little city of Santa Barbara gathered at the new station to greet special trains that brought distinguished visitors from San Francisco, Los Angeles and other cities to join in celebrating the arrival of the Iron Horse.

The Coast Line as it exists today was not opened through to Los Angeles until after the turn of the century. This route had its origin in the San Francisco & San Jose Railroad, which was opened between those two cities on January 16, 1864. Some of the founders of this company then organized the Southern Pacific Railroad Company, which was incorporated on December 2, 1865, and in the following year authorized by Congress to build south through the Santa Clara, San Benito and San Joaquin valleys to the California state line near Needles, where it would meet the Atlantic & Pacific (Santa Fe) then projecting its road westward. The original organizers did no construction, but sold their interests to the Big Four of the Central Pacific, which had in 1868 acquired the pioneer line between San Francisco and San Jose. During 1870 the Big Four reorganized the Southern Pacific Railroad Company, and under its name carried through much of the construction already referred to in this sketch.

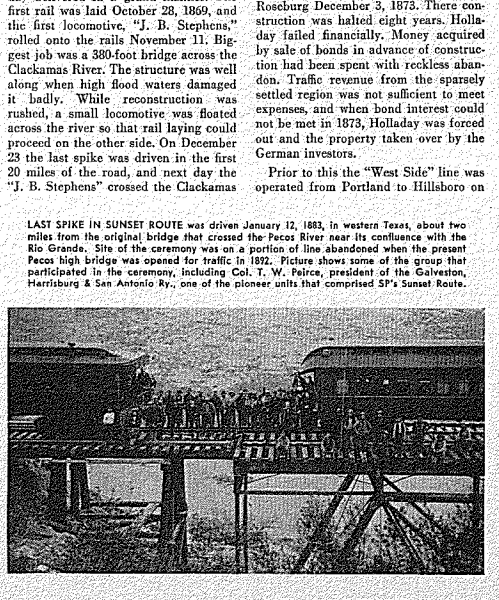
Early in 1868 construction was begun on the line south of San Jose and on March 13, 1869 trains were operating to Gilroy. It was the intention to follow the proposed route through Pacheco Pass into the San Joaquin Valley, but the cost of construction and operation over the mountainous section of the Coast Range, also the uncertainty of local traffic developing on the far western slope of the valley, halted further work over that route after the road had been opened to Hollister on July 13, 1871, and to the terminus at Tres Pinos on August 12, 1873. The main line south from Gilroy was opened to Pajaro (Watsonville Jct.) on November 27, 1871; to Salinas on November 1, 1872; and to Soledad on August 12, 1873. There the terminus remained for thirteen years while construction forces concentrated on completing the line through the San Joaquin Valley and eastward from Los Angeles, as already described.

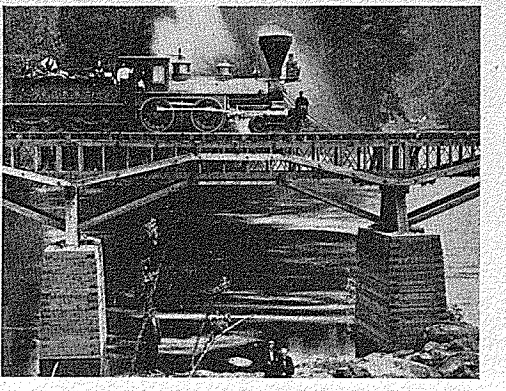
It was 1886 before work could be resumed again south from Soledad. Trains were operating to King City on July 20 that year, to Paso Robles on October 31, and to Templeton on November 16. As the year 1887 ended, heavy construction was under way in the Santa Lucia mountains north of San Luis Obispo.

With the Shasta Route added to its Overland and Sunset Routes, and with a portion of its Coast Line completed, the framework of Southern Pacific's ultimate system had begun to take shape. It was, of course, but a skeleton framework; for, in reaching its present-day status, the 5,500 miles of railroad operated at the end of 1887 was to be increased nearly threefold with vast expansions to develop and serve SP's far-flung territory through new construction and through the acquisition of other railroad properties.

(To be continued)

LAST SPIKE IN SUNSET ROUTE was driven January 12, 1883, in western Texas, about two miles from the original bridge that crossed the Pecos River near its confluence with the Rio Grande. Site of the ceremony was on a portion of line abandoned when the present Pecos high bridge was opened for traffic in 1892. Picture shows some of the group that participated in the ceremony, including Col. T. W. Peirce, president of the Galveston, Harrisburg & San Antonio Ry., one of the pioneer units that comprised SP's Sunset Route.





ONE OF THE FIRST LOCOMOTIVES of the Oregon & California Railroad on the bridge across the Clackamas River south of Portland, early in 1870. Construction of this 380-foot bridge was the biggest single job in completing the first twenty miles of railroad south from Portland. Flood waters harassed the builders and only through supreme effort was the structure completed so that the first 20 miles of railroad could be placed in operation on Christmas Day of 1869 to meet federal requirements guaranteeing financial aid to the pioneer railroad company.





OGDEN SINGERS took prominent part in 75th anniversary celebration at Ogden, May 10. The group, above, composed of employes from SP and Ogden terminal, are l to r, front row: Lillian Berglund, Donna Waldrum, Eva Collaizzi, Alice Hall, Ruth Blackwell, Marion Lambert, Carolyn Klenke. Back row: Francis Gaff, Joy Baird, Ruth Barker, Bertha Oakden, Charlene Jaime, Carma Paine, Lorraine Call, Norma Taylor, Mildred Anderson, Wilma Belle, Audrey Bush, E. Gillis.

MALE CHORUS from SP's Ogden shops provided musical color for the celebration. Members are, l to r: Roger Kingsford, Arial Hyer, Walter Harrop, Frank Horsepool, Parley Leishman, Heiko Dallinga, Byron Mower, Thomas Van Drimilin.

75th Anniversary Gets Nationwide Attention

THE 75th anniversary of completion of the first transcontinental railroad, May 10, evoked widespread attention through radio, the press, and at public gatherings. Climactic to all other scheduled events was the luge outdoor celebration at Ogden, near the site of the driving of the last spike, which featured a nationwide radio program over Mutual Broadcasting System, on which Pres. A. T. Mercier, and others, participated.

Originating in Ogden, the national hook-up presented Utah's governor Herbert B. Maw who read a message from President Roosevelt (see col. 1) along with his own remarks which honored the builders of the road and praised the present-day operators.

Controls were then switched to San Francisco where Pres. Mercier extolled fellow railroaders for the job they are doing and assured the nation that the railroads will continue to do the enormous, vitally important war job they have undertaken. And after the war, when "the building of America and of the West is resumed, the people of this country may be confident they will have available the best railroad service in their history," he said.

The event was also noted on many other radio programs throughout the west and middle west. SP's own weekly program, "The Main Line," traced construction of the Central Pacific through to the last spike ceremony at Promontory. Newspapers throughout the West prominently displayed the event, giving just tribute to the empire builders of yesterday and the patriotic railroaders of today.

FDR PRAISES RAILS

IN A statement sent to the 75th anniversary celebration of the driving of the gold spike, May 10, at Ogden, President Roosevelt said:

"The 75th anniversary of the driving of the golden spike is an outstanding milestone in American railroad history. It emphasizes anew the debt which we owe to the vision and the courage of the pioneers who, against heavy odds, completed the first continental railroad and thereby united the Atlantic seaboard to the shores of the Pacific. The wisdom of the builders of the first Pacific railroad has been justified by the results. I am happy to join in the celebration of this notable milestone. The railroads of the United States and the men and women who run them are today doing their part magnificently in meeting the transportation needs of the nation in its greatest emergency."

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E. C. FITZPATRICK, *Editor*
Z. C. MECHAM, *Assistant Editor*

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Ruckeyser Endorses Friendliness Message

"POST-WAR planning should center around the human relations which constitute business," declared M. S. Ruckeyser, nationally known economic columnist, in his column of May 14, citing President A. T. Mercier's message on Friendly Service which appeared in the May *Bulletin*.

Ruckeyser pointed out that little acts of thoughtfulness and courtesy to others are very noticeable today when manpower shortages have overburdened workers. "While thoughtless fellows are taking advantage of current shortages to kick the customer around," he said, "it is an opportune time for men of foresight, kindliness and imagination to establish long term competitive advantages."

Complimenting the railroads for the enormous job they are doing, he went on to say that this terrific strain has, in some cases, resulted in frayed nerves and impatience on the part of railroad workers. "No road has attempted to do a better job than Southern Pacific to overcome this condition," he continued.

Ruckeyser described President Mercier's appeal for courteous, friendly service as constituting "common sense, practical post-war planning."

-v-

Tenth Annual Outing of the Coast Division Engineers' Barbecue Club will be held June 25 at Flood Park in San Mateo county. The outing will be under the direction of W. J. (Bill) Baumeister who was the originator of the club, and all railroaders and their families are invited, it was announced.

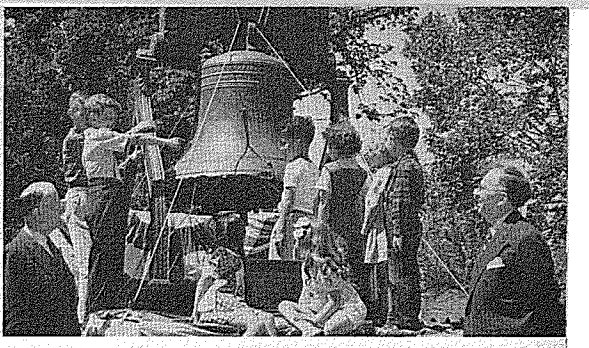
Income tax reminder: July 1 is the last opportunity employes will have before January 1, 1945, to change their exemption status under the Withholding Tax law, it was announced by Harold A. Berliner, collector of internal revenue, SF. Any changes in marital status, or other changes that affect the amount of tax now being withheld, should be reported to your supervisory officer on Form W-4 before July 1, otherwise changes in tax deductions cannot be accepted until January 1, 1945.

-v-

Costumes of 1869 will be displayed at a picnic sponsored by LA Division employes, June 25, at Sycamore Grove, Los Angeles, and prizes will be awarded for the most typical costumes of the period. The picnic is planned in commemoration of the 75th anniversary of opening of the first transcontinental railroad. Employes are expected to bring their lunch and make a day of it. Coffee and lemonade will be furnished. Conductor Jim Higley is general chairman of the picnic committee, and other members are: D. D. Beatty, Fred Vieth, H. R. McKee, M. C. Latinner, C. G. Leash, P. M. Darcy, S. B. Brown, Martin Carr and P. K. Mahre.

-v-

Celebrations can wait when there is work to be done by Mexican Nationals at Ukiah on the Northwestern Pacific. Agent H. P. Dohring had planned a special dinner for members of two gangs quartered at Ukiah in honor of Cinco de Mayo (May 5), a Mexican national holiday. The boys were in the midst of expressing their appreciation for the opportunity of assisting the railroad's war effort when word came of a derailment nearby. Dohring, and Foremen Kern and Lewis asked the Nationals to help clear up the trouble and they responded to a man. The banquet had to be postponed, but a Victory Train was put back in running condition in a hurry.



SP'S LIBERTY BELL REPLICA, which our Advertising Dept. has been displaying in various cities principally to stimulate War Bond sales, last month went to Sacramento for showing to school children. First showing was held in the Junior College auditorium before 2,000 pupils, parents and friends. Then the bell was mounted on a truck decorated with bunting and taken to 21 schools. In two days it was viewed by more than 13,500 students and teachers. The display was handled by Wm. J. Burkhart (left), asst. supt. of schools, and M. A. Peck, district passenger agent.

Fiesta for Mexican Nationals was held at Sacramento in April when Mexican girls there decided to have an evening of entertainment with dancing in honor of the Nationals. A committee composed of Juanita Poirier, chairman, Lola Huerta, Adeline Huerta, and Mary Padilla, handled arrangements for the party which was held in Eagle Theater.

-v-

Cinco de Mayo (May 5) was fittingly observed at Sparks when D. J. Fodrin, SP agent and mayor of Sparks, gathered Mexican Nationals working in that area to a service commemorating the day when the first major defeat was handed the armies of Napoleon in 1862 in a struggle that ultimately led to the liberation of Mexico. Mayor Fodrin praised the men from south of the border for their work in helping to keep Victory Trains rolling. Also participating in the celebration was Francisco Intlacque, Mexican Consul.

Bond rally music was supplied by the Southern Pacific club band of LA at Pasadena, May 21, at a United Nations pageant when gayly costumed former citizens of 22 foreign countries and 10,000 Americans turned out to buy more than $2,500,000 worth of War Bonds. The band, under the direction of C. E. Killion, furnished music for a coast-to-coast and overseas radio program of the event. War Finance division officials at Los Angeles say they plan to feature the band in future drives.

-v-

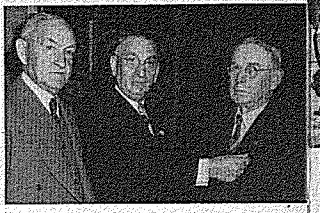
SP Club officers at Watsonville and Bakersfield were elected at meetings during April. Watsonville's Club 100 chose Art Snyder as president, Joseph Dolese, vice president; Dave Marx, secretary; Arnold Stoffers, treasurer; and a board of governors composed of R. H. Davis, H. S. Griffiths, Edward Brown, Leo Richa, Jack Ingland, Walter Lindstren, George Burdusis, Harold Soper, Thomas Loughnane, John Donahue, and John

QUEENIE SHELLEY AND MILDRED MORRIS (seated), stenographers in Superintendent's Office, Sacramento, left last month to join the Women's Marine Corps and on the eve of departure were given a farewell dinner by co-workers. Queenie and Mildred are the first women of Sacramento Division to join the Marines.





DIVISION 283, BofLE, celebrated its 59th anniversary with an excellent dinner and entertainment at Claremont Hotel in Berkeley, April 29. Over 400 engineers, their wives and guests were present. The committee in charge of the event is shown above. Front row, l to r: M. Morris, C. W. Deskin, S. O. Sanden (chairman), J. H. Leopold, W. C. Schieding, M. Van de Leur. Back row: A. S. Russell, H. E. Rilea, D. W. Lee, J. M. Swalley, T. Ziegenfus, H. L. Hand, O. A. Gowey. C. L. DeWitt not in picture.



40-YEAR MEMBERSHIP in BofLE, Div. 283, is the record of R. C. Wilson (above, right), engineer on the "Lark" connection out of Oakland. At the Engineers' 59th anniversary dinner Wilson was presented with a 40-year pin by P. O. Peterson, genl. chairman, BofLE. At left is veteran N. E. Smith, oldest living member, who started railroading for SP in 1881 and has been a member of BofLE over 50 years.

Benich. The Bakersfield club elected K. E. Armistead, president; Jackie Combs, executive vice president; Sylva Marchino, VP of social affairs; Alvin Heitsman, Jr., VP of athletics; Opal Rix, secretary; and Ralph Traddell, treasurer.

RETIRED

Coast: Annuities approved: **John Phillips,** engineer; **Fred A. Wirz,** asst. car foreman.

Los Angeles: Annuities approved: **Wenceslao Bunales,** laborer; **Chase deSellem,** conductor.

Los Angeles Shops: **Olaf E. Olson,** pipefitter, April 29.

Annuity approved: **Peter Dumont,** crane operator.

Portland: **J. S. Fewster,** machinist foreman, Brooklyn shops. Starting as a machinist at Brooklyn in 1903 he left SP service in 1905. He returned in 1910 and was machinist until 1917 when he was promoted to machinist foreman. He worked at his trade 54 years, retiring on his 70th birthday.

Annuities approved: **Stephen F. Farrell,** hostler; **Arthur J. Hanna,** conductor; **Caroline M. Lowes,** file clerk; **Ethel Kraft,** chief telephone operator.

Sacramento: **Cecil L. Pelton,** conductor, Jan. 13. He has been in SP service continuously since January, 1918, when he started as a brakeman on Sacramento Division. In 1926 he was promoted to conductor.

John J. Carney, agent-telegrapher at Willows, May 1. First worked for SP as telegrapher in 1893, resigned, and returned to service in February, 1902. After holding positions at various points on the division he was named telegrapher at Willows in 1931, advancing to agent in 1936.

Annuities approved: **Charles F. Collins,** agent-telegrapher; **Frank H. Daughtery,** telegrapher; **Thomas W. Falltrick,** car inspector foreman; **Carl A. Mark,** engineer; **Henry P. Newman,** engineer.

Sacramento Shops: Annuity approved; **Hans Jochim,** machinist.

Salt Lake: Annuities approved: **John N. Arciniega,** section foreman; **William H. Hamlyn, Jr.,** machinist helper.

Shasta: Annuity approved: **Herbert B. Cole,** roundhouse clerk.

Tucson: **C. P. Kramer,** engineer, April 20. He started with the GH&SA railway at El Paso in 1900 and later that year moved to Tucson as locomotive fireman. In 1907 he advanced to engineer. In all his years of service he has never been involved in a major accident. Both he and Mrs. Kramer are avid garden fans and he plans to spend much of his time improving his garden now that he has retired.

Annuities approved: **John F. Koch,** brakeman; **Millard C. Pierce,** conductor; **John A. Stavros,** car repairer.

Western: Annuities approved: **James H. Cooney,** engineer; **Louis T. Hanson,** conductor; **Melville C. Kelly,** crossing flagman; **Laurence D. Smyth,** towerman; **Carroll L. Wilson,** engineer.

DCH&R: Annuities approved: **Ann E. Blair,** flatwork ironer, West Oakland; **Joseph A. Bramlette,** waiter, LA; **Elmer J. Thompson,** restaurant manager, LA.

Stores: Annuity approved: **Joseph Labetich,** scrap sorter, West Oakland.

Accounting: Annuities approved: **Jerry A. Morriss,** clerk, Miscellaneous Accounts Dept.; **Davis J. Zanone,** clerk.

SPSS Lines: Annuity approved: **Martin A. Olsen,** boatswain.

Northwestern Pacific: Annuities approved: **William G. Trehas,** section laborer; **Joseph E. Zeitler,** lead sheet metal worker, Tiburon shops.

Pacific Fruit Express: **Peter DiSalvo,** carman helper, April 8, after 28 years continuous service. In place of washing cars for PFE he now plans to spend much of his time watering his victory garden.

Jay E. Newton, carman, April 26. He had worked 32 years for PFE at Colton and LA car repair shops. **H. W. Blizzard,** mill foreman, Colton, retired after more than 20 years service.

ROSEVILLE CLERKS' DINNER, held last month, served the double purpose of a pleasant get-together and a testimonial to Andy Weber, newly-chosen mayor of Roseville. Weber, who is asst. chief clerk at Roseville yard, is shown at left in picture directly below with Joe Colnar of roundhouse, Barney Lavalle, genl. chairman, Sacto Div. clerks; Joe Flemming of yard office. Lower picture, l to r: Frank Colnar, Buck Zophie, Frank Gonzales, Margaret Guiste, Rufus Graham, Vivian Osborn, George Seward, Norma Bales, Ola Notch. Photographer "Sparky" Heilbron says he got in on the dinner, but had to eat in the kitchen.







SUPERVISOR TRAINING COURSE, sponsored by Engineering Science Management War Training branch of University of California, was completed last month at Sacramento Shops by more than 100 foremen (above). Purpose of the training was to improve production through a better understanding of human relations. The result has been a general upward trend in enthusiasm and interest throughout the shops. ● Picture at right shows instructors with shops' supervisors. Left to right: H. C. Venter, supt. of shops; Harold Furst, Univ. of Cal.; F. E. Molloy, asst. supt. Motive Power; Heb Ferguson, instructor; A. B. Wilson, supt. Motive Power, Sacramento.



DIED

Coast: **George S. Veley,** baggageman, May 4, in General Hospital. **Charles F. Moore,** telegrapher, May 5, in General Hospital. **Edward C. Stretch,** clerk, May 6, in General Hospital. **Julius Osipovich,** machinist helper, May 8, in General Hospital.

Pensioners: **John B. Becker,** boilermaker foreman, May 4; **Samuel G. Woodward,** car builder, May 2.

Los Angeles: Pensioners: **James C. Jenkins,** conductor, April 24; **Scott S. Nelson,** baggage claim clerk, April 24; **James E. Sloan,** agent, April 21.

Los Angeles Shops: **Ross E. McCall,** machinist, May 5.

Pensioners: **Frank S. Lamkin,** car repairman, May 11; **John L. Sullivan,** machinist, March 19.

Portland: **John A. Reamy,** B&B carpenter, April 27, in General Hospital. **Alfred Dahl,** telegrapher, April 17 in General Hospital; **Charles E. Lacey,** telegrapher, April 3.

Pensioners: **James H. Hall,** conductor, April 19; **Charles H. Spencer,** chief train dispatcher, April 21.

Rio Grande: Pensioners: **Concepcion Lujan,** section foreman, April 24; **John P. Werle,** switchman, April 28.

Sacramento: **Harry Ballinger,** brakeman, April 10, in General Hospital.

Pensioner: **William Gould,** section foreman, May 1.

Sacramento Shops: **Glenn Woodruff,** pipefitter, May 8, in General Hospital.

Pensioners: **Charles H. Belknap,** patternmaker, April 30; **Edward P. Johnson,** draftsman, March 1; **Henry Phelps,** crane supervisor, April 28; **Robert B. Todd,** millman, May 1.

San Joaquin: Pensioners: **Albert L. Burke,** machinist, April 17, in General Hospital. **Frank W. Ballou,** engineer, May 3.

Shasta: **James Kennealy,** telegrapher, April 15, in General Hospital; **Walter E. Allen,** locomotive engineer, May 9, in General Hospital.

Western: **Steve Salvetti,** track oiler, April 29, in General Hospital; **William C. Dolman,** locomotive engineer, May 10, in General Hospital.

Pensioners: **William A. Cheadle,** conductor, April 29; **Charles Dyer,** engineer, May 2; **Manuel Jerome,** deckhand, April 28; **Antonio R. King,** boilermaker, April 20; **Robert Nolan,** check clerk, May 1.

Hospital: **Gertrude E. Davis,** chief clerk, April 18, in General Hospital.

Accounting: Pensioners: **Herbert F. B. Nottage,** chief clerk, Equipment Service Accts., May 1; **William T. Ravenhill,** clerk, APA, April 22.

DCH&R: **William J. Robinson,** waiter, May 2, in General Hospital.

Pensioner: **Alfred J. Flood,** dining car steward, West Oakland, May 11, in General Hospital.

Stores: Pensioner: **Archie L. Henson,** store foreman and section stockman, LA stores, April 25.

Northwestern Pacific: Pensioners: **Edward Ward,** section foreman, March 19. **Jos. Perolini,** car cleaner, April 25.

Pacific Fruit Express: **Thomas H. Kelley,** traveling accountant, PFE, May 9, at Omaha, Neb.

Traffic: **Joseph "Big Joe" Murdock,** transit guard on military trains and veteran escort of immigration trains, died May 6, in Ogden.

DIVISION 126, BofLE, held a successful banquet and dance in Los Angeles, April 22, with over 200 present, including wives and guests. Below are wives who prepared and served dinner. 1st row, l to r: Mesdames Phillips, Rafford, Ford, Tostes, Steele, Fink, Lewis, Evans. 2nd row: Mesdames Chambleu, Mason, Whitlock, Zook, Johnson. Mrs. Rafford was chairman of the kitchen brigade. ● Picture, lower left: R. R. Ralston, chief engr., Div. 126; A. H. Hoffman, dist. road foreman of engines; Adelena Nelms, sister president, Division 104; P. O. Peterson, genl. chairman BofLE and guest of honor. ● Lower right: A. C. Young, road foreman engines, LA district; R. C. Fowler, chairman of arrangements; H. H. Bock, C. S. Graham, local chairman, Div. 126. Hoffman, Young and Peterson were principal speakers; Ralston was master of ceremonies.





EL PASO DUPLICATING BUREAU FORCE paused beside old locomotive, "EP&SW No. 1," to have their picture snapped with their newly-appointed chief clerk, Reed Hildebrand. Left to right: Hildebrand, who is also president of SP Club of El Paso; Ralph Gerstner, Zella Blackburn, Mary Lee Bourland, Helen Hardt, Vina Wright, Miriam Breckenridge.

MARRIED & ENGAGED

When SP's band mascot and talented accordionist **Shirley Rogers** turned on her charm Norman Barnett didn't have a chance. They were married May 21. Shirley works in Aud. Pass. Accts. office, SF and is the daughter of two SP employes, **Raymond** and **Alice Rogers.** Shirley is a popular entertainer with service men and has appeared with her accordion at many of the larger bond rallies. Last year the noted band leader Ted Lewis featured her with his orchestra at a bond rally show in the SF Bay area.

Pauline M. Howell, PFE clerk at El Paso, was married April 9 to William H. Grant, T&NO yard clerk there.

She married her boss, did **Blanche Baker,** clerk in Portland commissary store. The boss is **Thomas B. Davis,** commissary storekeeper at Portland. The wedding was May 9.

Barbara Jean Quinn, steno-clerk in Car Distributor's office, Stockton, has announced her engagement to Lt. Harvey Holm who is a bomber pilot stationed at Laughlin Field, Del Rio, Texas.

Joseph J. Bini, Y2/c, married Verna Balcocchi, April 29. Joe was employed in Freight Claims Office, SF, before enlisting in the Navy and is now at Treasure Island waiting to go to sea.

When **Jose Andrade** came from Mexico to help relieve SP's manpower shortage he was not matrimonially bent, but he capitulated when he met **Annie Ortega** at Sacramento. They were married May 2. Jose is a Mexican National laborer at Sacramento and Annie is a scrap sorter at Sacramento Stores.

April 30 was the date **Lorraine Anthony** and Pvt. Oliver K. Babb chose for their wedding. The bride is a popular clerk in Aud. Pass. Accts. office, SF.

Marie Buchholz, Cashier's Dept., 4th & Berry Sts, Freight Station, SF, has announced her engagement to Lt. Mervyn Williams, wireless operator with the RAAF, of Tamworth, Australia. The wedding will take place after the war.

Warrant Officer **George R. Overmire,** former asst. supply car storekeeper at Sacramento, now stationed at Needles, Calif., and Dorothy Chesney of Topeka, Kansas, announce they were married Nov. 11, 1943.

Bernice Kertell, Western Division timekeeper, Oakland, and Sgt. George Wright were married April 16. **Elsie Rossovich,** of Aud. Pass. Accts., SF, was married to Harold D. Owens, S 1/c of the Seabees, May 6.

Shirley Peterson, Purchasing Dept., SF, and Ray Shears, USMC, were married April 22 in SF.

It was a correspondence romance, but it got the desired results when Marine Pfc **Jack Aaroe** returned from his exploits with Carlson's Raiders in the South Pacific and met Muriel Wittmer for the first time. After seeing each other every night for three weeks they were married March 18. Jack formerly worked at 4th & Berry St., Freight Station, SF.

Louise Nesbitt, *Bulletin* reporter and clerk at 4th & Berry Local Freight Office, SF, announces her engagement to William Rubel of Red Bluff. They have set no date yet, but Louise says the event is going to take place soon.

BORN

To Mr. and Mrs. **Ernie Bilyeu,** a boy, March 12. Ernie is passenger car repairman at West Oakland.

Albert and **Marion Malone** announce the arrival of a daughter, April 12. Al works in Outbound Dept., and Marion is a dictaphone operator at 4th & Berry St., Freight Station, SF.

Gerald Dean, new son of Mr. and Mrs. **Glenn Simmons,** arrived April 13. Daddy is a helper at Sacramento stores.

To Lt. and Mrs. **Wallace W. Farnsworth,** a boy, born March 9. Wallace is a former Coast Division employe now serving with the infantry overseas. Mrs. Farnsworth is a former telephone operator at the General Office, SF.

Carol Sue, second daughter of Mr. and Mrs. **C. T. Briscoe,** was born April 27, one day after daddy celebrated his own anniversary. Clint is a PFE carman at Colton.

Another reservation will be required when the Chinn family makes its post-war vacation trips. Reason: A boy was born to them April 27. **Rex** is asst. district passenger agent, SF.

To Mr. and Mrs. **John Lobato,** a daughter, April 5. John is PFE carman at Colton.

Mr. and Mrs. **Cipriana Rivera** announce the arrival of a son, April 22. Daddy works in Sacramento stores.

To Store Helper and Mrs. **Orville McKune,** a daughter, Sally Ann, April 14, at Sacramento.

I. J. (JAKE) KOUPAL was feted by railroad friends when he retired as warehouse foreman, Eugene, after 37 years' service. Seated, left to right: George Lucas, Jack Roach, Violet Jordanger, Paul Brabham, Ralph Dean, Jake Koupal, Leslie Bindell, M. M. Hollis, Kathryn Dean, John Crowley, Roy Humphries. Standing: Jay Hewitt, John Martin, George Ash, Jimmie Pifer, Jep Jepson.





J. S. FEWSTER retired last month after 41 years of railroading and was honored by several hundred co-workers at Brooklyn Shops, where he was machinist foreman. Picture above shows Fewster (third from left) being congratulated by (l to r) H. G. Vance, master mechanic; K. K. Schomp, assistant supt., Portland Div.; H. W. Nieuwboer, general foreman.

PROMOTED & NEW JOBS

Motive Power: **Frank E. Russell, Sr.,** to chief mechanical engr. Russell was first employed by SP as a laborer at Sacramento in 1899 and worked as draftsman in Mechanical Engineer's Office from 1900 to 1906, during which time he spent five months at the Baldwin Locomotive Works in Philadelphia as draftsman. He was named chief locomotive draftsman at SF in 1906 and in 1915 arranged and installed SP's transportation exhibit at the Panama Pacific International Exposition in SF. In June, 1917, he advanced to asst. mechanical engineer and mechanical engineer in April, 1924. In 1940 he was awarded a special award by the National Association of Manufacturers in recognition of distinguished achievement in the field of science and invention which has advanced the American standard of living.

H. A. Reynolds to general foreman of shop manufacturing, Sacramento Shops. **Kenneth W. Falkner** to machinist foreman, Sacramento Shops. **Kermit Johnson** to machinist foreman, Bakersfield. **Harvey L. Gillson** to relief outfit foreman, Brooklyn. **Leland W. Joseph** to asst. foreman, freight car shop, Sacramento Shops. **Lloyd P. Martin** to asst. foreman, freight car shop, Sacramento Shops. **William L. Robson** to inspector at Mt. Vernon Car Mfg. Co., Mt. Vernon, Ill. **Carl M. Schulze** to locomotive engineman instructor, West Oakland. **Harry E. Miller** to asst. general foreman, car dept., LA Shops. **Walter E. Lehman** to apprentice instructor, LA Shops.

Operating: **H. G. McCarthy** to trainmaster, Colton. Beginning as a brakeman in June, 1903, he worked on Shasta Division as yardmaster, conductor, division examiner, assistant trainmaster and trainmaster until April, 1933, when he moved to Rio Grande Division as trainmaster.

W. H. Ferguson to trainmaster, El Paso. He started with SP as a yard and station clerk in Sept., 1925, advanced to chief yard clerk in Dec. 1940, and was named asst. trainmaster in September, 1942, all on Coast Division.

W. H. Claiborne to trainmaster, LA and San Joaquin Divisions with headquarters at Saugus. He first worked as a brakeman on LA Division in January, 1936, advanced to conductor in 1941 and was named asst. trainmaster in 1943. Later that same year he moved to San Joaquin Division as asst. trainmaster.

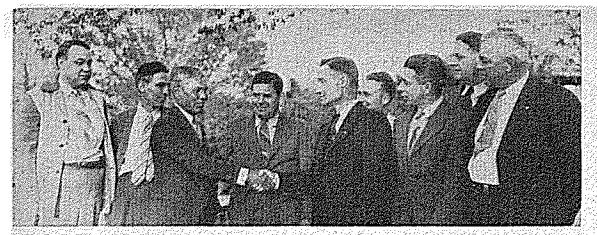
Randall H. Gibson to trainmaster, Sacramento. His first service was as a carpenter at Sacramento in 1936. In 1937 he transferred to train service as brakeman and in July, 1942, was made asst. trainmaster, Sacramento Division.

M. S. Olson to asst. trainmaster, Coast Division. **T. A. Purcell** to asst. trainmaster, San Joaquin Division. **A. S. Pryor** to asst. trainmaster-division examiner, Salt Lake Division. **H. E. Sumner** to asst. trainmaster, LA Division.

Traffic: **J. H. Pruett, Jr.,** to district passenger agent, Palo Alto. He started

SF DUPLICATING BUREAU LADIES held a farewell dinner last month for Ruth Dabadie, secretary, who left the company after 19 years' service to take up housekeeping. Front row, left to right: Lillian Claflin, Edna Edwards, Ruth Dabadie, Norma Cummings, Myrtle Cochran, Genevieve Larson, Jessie Ferris. Back row: Olive Richards, Marjorie Fish, Ruth Dreyer, Emily Clopton, Lillian Besozzi, Helen Richardson, Lucille Sheldon, June Barker, Evelyn Nave, Paula Kenney, Lois Blake, Lena Drummond, Doris Anderson, Madie McCollum.





FLORES O. GUERRA (third from left) retired as trucker, Tucumcari, after 32 years' service and on April 21 his SP friends gave him a picnic party. Among those present were (left to right) Clyde Wells, J. E. Saul, Guerra, Grady E. Huffman, J. H. Walker, L. A. Bailey, Phillip S. Bright, C. C. Taylor, R. H. Webster. Flores was congratulated on his splendid record at Tucumcari in which he missed only one day's work in 12 years.

with SP at an eastern agency and came from Boston, where he was DPA, to California in January, 1943, when he was named DPA at Monterey.

Napier Tooker to traveling passenger agent at Monterey. Starting in May, 1922, he held various positions in the Operating Dept. at Salinas and in March, 1925, became a ticket clerk at San Jose. He was named passenger agent there in May, 1934, city passenger agent in April, 1935, traveling passenger agent in June, 1937, and in that capacity returned to Salinas in November, 1941.

C. O. Olsen to general agent, Salt Lake City. He first worked as a clerk in the Freight Dept., SF, in 1924, moved to Oakland as city freight agent in January, 1931, became traveling freight agent at Fresno in April, 1940, and was named traveling freight and passenger agent at Marysville in October, 1942.

J. T. McCann to traveling freight and passenger agent, Marysville. With previous railroad experience he came to SP as a clerk at Ogden in 1925. In 1935 he was made city freight agent at Salt Lake City, and was named TF&PA at Ogden in August, 1941.

E. A. Burke to traveling freight and passenger agent, Ogden. He started as a clerk in Freight Traffic train service bureau, May, 1928. After holding various positions in SF he transferred to Ogden as general clerk in June, 1937; was named city freight agent, Oakland, in October, 1940, and in July, 1941, was appointed CFA at Sacramento.

D. H. Bardwell to traveling passenger agent, Van Nuys, Calif. Entering service in June, 1936, on Coast Division, he transferred to Passenger Traffic Dept. as a clerk in SF in June, 1938. In May, 1941, he advanced to station passenger agent at Phoenix, and the following year was named TPA at Santa Barbara. Last February he moved to Glendale in the same capacity.

B. F. Whitlock, chief clerk in Sacramento district freight office since 1941, to city freight agent, Sacramento. **J. P. Harrington** and **Roy A. Graebe** to station passenger agents, Ogden. **G. W. Mulks** to chief clerk, Sacramento district freight office.

Engineering: **C. J. Maw** returned from leave of absence to senior asst. division engineer, Salt Lake Division. **P. F. McNally** to senior asst. B&B supervisor, Salt Lake Division. **M. E. Wells** to general track foreman, Merced District, Western Division.

Transportation: **A. H. Walburg** to asst. superintendent of passenger car service, SF. **W. J. McNally** to passenger car service agent, SF. **H. J. Foley** to asst. passenger car service agent. **N. P. Berney** to chief clerk, Transportation Dept., SF.

D. T. Ayers to superintendent of car service for Northwestern Pacific, and San Diego and Arizona Eastern, with headquarters at SF.

Pacific Fruit Express: **R. W. Nicol** to mill foreman, Colton.

YOUR "BULLETIN" REPORTERS

Western Division: Walter E. Lake, lease agent, and Lee Ordway, Oakland Pier; R. Rooney, Water Service Dept.; J. P. Francis, West Oakland; E. R. Stevenson, Tracy; Sam Reeves, Gen'l Freight Terminal, Oakland; Ethel McQueen, Stockton.

Sacramento Division: J. A. Collins, ass't chief clerk, Sacramento; W. C. "Sparky" Heilbron, Roseville.

Salt Lake Division: Kathryn McCool Lauciirca, Ogden; Max Gardiswartz, Sparks; Vera Craig, Montello; H. B. Lukey, Imlay; Louise Huber Sawle, Carlin.

Portland Division: Howard E. Bailey, sec'y to ass't sup't, Portland; all agents and roadmasters' clerks.

Coast Division: Jack Welch, senior ass't head timekeeper, San Francisco; Barbara Booker, supt's office, San Francisco; Louise Nesbitt, Local Freight Office, 4th and Berry Sts., San Francisco; F. J. McCabe, Watsonville Jct.; R. McClintock and S. W. McCarley, San Jose; Harold R. Jaeger, San Luis Obispo; Wm. L. Thompson, Bayshore.

Stores Dept.: Jack Griffin, Gen'l Storekeeper's Office, S. F.; R. Berry, Sacramento; F. M. Connett, West Oakland; P. J. O'Donnell, Los Angeles; K. E. Cummings, El Paso; Leo Keller, Brooklyn; W. P. Beall, West Oakland.

Los Angeles Division: Walter S. Olson, sup't sec'ty, Los Angeles; Jas. B. Steele, Taylor roundhouse; Max M. Damon, L. A. Freight Station; Everett Dial, dist. timekeeping.

Tucson Division: Leroy Magers, ass't chief clerk, Tucson; Mike Quihuis, Tucson; Eddie Anaya, Yuma; D. B. Dorsey, and Fletcher West, Phoenix; Max Richards, Globe.

Rio Grande Division: Robt. R. Hall, head clerk, Div. Engr., El Paso; R. U. McLean, El Paso; R. D. Robin, Deming; Geo. Ferguson, Douglas; J. S. Stearn, Carrizozo; Gordon Campbell, Tucumcari.

Shasta Division: W. L. Minor, chief clerk, and Valerie Masson, Dunsmuir; Frank Peyton, Klamath Falls.

San Joaquin Division: Michael A. Bognanno, Bakersfield; Frieda Pate, Fresno; E. W. Smith, Bakersfield roundhouse; Geo. Bennett, Mojave.

Sacramento Shops: Fred Moseley, W. J. Lambert, R. R. Johnson. D. L. Joslyn, photographer.

Los Angeles Shops: Carl G. Randall, Car Dept. clerk.

El Paso Shops: Dan W. Rose, GMO clerk.

Telegraph Dept.: Miss "Pat" Dowd, general clerk, San Francisco; Evelyn Cutter, "BD", San Francisco; C. E. Welsh, "UN", Tucson; E. E. Ramey, "H", Sacramento; J. W. Clark, "SW", El Paso; Ruth Weatherbee, "DW", Portland.

Traffic Dept.: Carol Machol, Gen'l Freight, S. F.; I. R. Jarman, Gen'l Pass., S. F.; Frank Guerin, Gen'l Freight, Portland; N. G. Hewson, Gen'l Freight, L. A.; Edith Bakers, Dis. Pass., S. F.; Frank Wisdom, Dis. Pass., L. A.; A. E. Schrader, Seattle.

General Offices: Laura MacKenzie, Ass't Gen'l Aud.; Mary Petkovich, Aud. Misc. Accts.; Russell Knox, Aud. Cap. Expend.; G. D. Fee and Mrs. M. L. McCollum, Aud. Disb.; H. F. Woods and Des Sekany, Aud. Freight Accts.; Leah Smiley, Aud. Pass. Accts.; Stanford Hall, Equip. Service; G. W. Pratt, Dining Car; R. J. Dettling, Chief Engineer; Marian Campbell, Purchasing; A. L. Fritz, Freight Claim; Jean Stalder, Payroll Accts.; W. L. Toso, Operating; Gene Egan, Motive Power.

Pacific Motor Trucking: Richard Spence, San Francisco; O. M. Melsheimer, Los Angeles; Della Crosley, Tucson; C. T. Erickson, Portland.

Northwestern Pacific: William S. Wollner, correspondent, Sausalito. Reporters: H. Carlson, Eureka; W. A. May, Willits; L. A. Sanders and F. G. Newberry, Tiburon; O. E. Lovett, Sausalito.

Pacific Fruit Express: Clarence O. Hively, secretary to vice president and general manager, S. F.; J. A. Low, Bakersfield; A. Weber, Fresno; A. Beck, Stockton; W. H. Bachman, Roseville; P. F. Wingate, Sacto.; B. S. Brady, Phoenix; E. F. Palmer, El Centro; A. E. Thompson, El Paso; Wm. Stockheimer, Yuma; H. L. Gilbert, Colton; Harold Fast and Edna Trevillyan, L. A.; M. H. Erichsen, Santa Barbara; Stanley Remkus, Nogales; Virginia Brunswick, Tucson; G. W. Simmonds, Guadalupe; R. W. Nolan, Salinas; R. B. Mitchell, Watsonville Jct.; E. R. Zerweck, San Jose; K. J. Bunderson, Oakland; W. B. Thatcher, Santa Rosa; L. R. Newnan, C. M. Ryan, R. C. Sturgeon and G. P. Hamill, S. F.; N. P. Palmer, Modesto; C. B. Marti, Portland; F. J. Lalbie, Brooklyn; Frances Gould, Klamath Falls.

San Diego & Arizona Eastern: J. W. Grosdidier, general office, San Diego.



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